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SEAFARING

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INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
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Abroad as a Newspaper.] ONE PENNY.

SPUN-YARNS.



THE MODERN CHILD.

TOMMY (pointing to shadows): Dot, aren't we almost tall enough to get married?



SHIPOWNER: May I—may I speak to your father, Miss Cole?

MISS COLE: It is useless, Mr. Grab. I can never be your wife!

MR. GRAB: Excuse me; I wished to speak to him about that money he borrowed from me, I am getting nervous about it.



SHIPOWNING MAGISTRATE (severely): Boy, do you know where you'll go to if you tell a lie?
BOY: Where the bad shipowners go.

IN THE DOG WATCH.

Mr. Plimsoll's action regarding the Atlantic cattle trade is already bearing fruit.

The inquiry held by the Canadian Government in consequence of his book has resulted in the publication of a Blue Book, which has been sent to England for the information of the Board of Agriculture.

The Canadian Government are, it seems, "giving full consideration to this question, with the view of making such changes as will tend to reduce the large deckloads in summer, and make them safer in winter."

So far good. But it appears that the Canadian Government consider "that it would be safe for both vessels and crews"—the crews being placed second is of secondary consideration—"if deckloads were permitted all the year round to the extent of about six inches above the rail, providing the height is not greater than five-and-a-half feet!"

Indeed. It is a pity that the persons who hold this view have not to work the ships themselves. If they had they would not be so fond of deckloads.

It is not three years ago since SEAFARING and Mr. J. H. Wilson were laughed at by some sapient persons for insisting that cookery ought to be taught to men before they were allowed to go to sea as cooks.

But the suggestion has not proved fruitless. The Liverpool Training School of Cookery, on Monday last, awarded certificates to seamen who had attended twelve lessons in plain cooking.

The report adds: The men were advised to come back for a more advanced course when they next returned to Liverpool, and it is hoped that the probability of increased wages to those who hold such certificates will induce many more to qualify themselves by attending the course of lessons, which are given every Monday, Wednesday, and Friday afternoon at the Sailors' Home.

The British public badly needs educating on the subject of the seamen's claims, which, if understood, would have the support of all right minded people.

It was suggested in SEAFARING some time ago that at the approaching Naval Exhibition there ought to be some specimens of the sort of food and accommodation which seamen in British merchant ships have to put up with.

Now that the Naval Exhibition will so soon be opened, the Seamen's Union may be reminded of that suggestion.

A few specimens of the lubbers too often shipped as "seamen" would form an instructive and amusing feature of the show.

Mr. Wilson's magic lantern, with its slides illustrative of seamen's hardships, might also be called into requisition.

By the way, very little has been heard of the lantern and slides lately, because Mr. Wilson has been too busy fighting the shipowners, and he cannot do everything at once, much as he would like.

But there are other practical seamen, knowing the seamen's grievances, who might make a tour of the whole British Isles with the magic lantern, explaining the slides.

As Mr. Wilson has more than enough to do, somebody might be selected for this purpose.

If a few additions were made to the slides, care of course being taken to secure a good speaker, audiences could be easily attracted at a small charge per head, which would pay expenses, so that the magic lantern campaign would cost the Union nothing.

Even if it did cost something the money would be well spent, as the result would be increased public support to the seamen's cause.

No wonder England is regarded all the world over as a nation of hypocrites.

No wonder that all who profess and call themselves Christians are looked upon by so many people as imposters and humbugs, and that working men look to their Unions rather than the parsons to teach them real religion.

"Remember the Sabbath day to keep it holy. In it thou shalt not do any work;

thou, nor thy son, nor thy daughter, thy manservant, nor thy maidservant, nor thy cattle," says the fourth commandment, which Christians are expected to keep.

Yet we read: Twelve men of the crew of the Royal Mail Company's steamer *Tamar*, including two quartermasters, were charged at Southampton on Saturday with combining to disobey the orders of the chief officer. The vessel on Sunday, Feb. 1, was off Buenos Ayres for cargo, and the crew had gone to dinner after working all the morning. Both the port and starboard watch refused to unload a lighter alongside unless paid extra. The local solicitor of the Sailors' and Firemen's Union, who defended, urged that the men had already worked the greater part of Sunday, and some consideration should be shown. They were each sent to prison for seven days.

What have the Missions to Seamen to say to this case? Among their subscribers are probably shareholders of the Royal Mail Company and other firms which needlessly work cargo on Sunday.

Will these pious persons who subscribe to teach seamen the Scriptures, and then imprison them for obeying the Scriptures, compensate these men?

Another instance of the danger and folly of employing Lascars in preference to British seamen.

At Liverpool a Lascar employed as cook aboard the ship *Buckingham*, was charged with the murder of her master, Captain Lyall, by stabbing him.

Captain Lyall was described by one of the witnesses as "a brute," and very likely deserved that description, as a good many other captains do, thanks to seafaring men generally being treated as brutes. But that did not prevent the Lascar being found guilty of wilful murder and sentenced to death, the judge stating that the determination which the accused had expressed to kill the captain did not justify a verdict of manslaughter.

Liverpool people evidently think otherwise, and an attempt is being made to obtain a reprieve, the jury having recommended the Lascar to mercy.

After all, even in the opinion of some who do not agree with Mr. Plimsoll, there are overlaid ships and criminal owners, witness the following statement by Captain Froud, secretary of the Shipmasters' Society of London, made at a meeting of that body on March 13:—

Believing the number of ships said to be lost by overloading is grossly exaggerated, and deprecating the wails of Mr. Plimsoll and his followers, I cannot find words strong enough to express the reprobation due to these avaricious, criminal shipowners and managers who have sent ships to sea so overlaid or otherwise unseaworthy. (Applause.)

The chief officer of a large steamer writes to us that if the Labour Commission would put a stop to the employment of foreigners as masters of British ships, there would be fewer foreign officers and men employed in our vessels, and British seamen would have less reason to be discontented.

Yet another unseaworthy ship, witness the following:—

New York advices, bearing date of 24th ult., state that "the steamer *Vindette* sailed from this port in the summer of 1887 with a cargo belonging to Leinkauf and Strauss. She foundered in the Gulf of Mexico during a gale. Leinkauf and Strauss sued Lombard, Ayres and Co., the owners, to recover for the loss of the cargo. Plaintiffs claimed that the vessel was unseaworthy, that the loss was due to negligence, and that the owners had insured the cargo, including the insurance in the freight charges. The action was tried before Judge M'Adam, of the Superior Court, yesterday, and resulted in a verdict of \$10,140.98 in favour of the plaintiffs."

If such law suits were more common, there would be more seaworthy ships.

A shipmaster who has blossomed into an owner of ships and a member of Parliament is not met with every day, therefore the following from a shipowners' paper is worth reproducing:—

Mr. David James Jenkins, whose death was recently announced in our obituary column, began his career in the mercantile marine as a merchant's apprentice. During the Crimean War he commanded one of the steamers chartered by the Government for the use of the troops. After the war he retired from the sea, and commenced business in London as a shipowner, becoming proprietor of the "Shire" line of steamers trading between London and Japan. In the general election of 1874 he was returned as a Liberal for the united boroughs of Penryn and Falmouth, which he represented during three Parliaments, from 1874 to August, 1886; and he rendered much service to the naval and shipping interests of the country on Parliamentary Committees. Mr. Jenkins was born in Exeter in April, 1824.

"The English people are known for their generosity and their charity in supplying missions in foreign ports for seamen," writes a correspondent, but, he adds, and we quite agree with him, that it is a great pity that missionaries are not sent among British shipowners, many of whom require to be civilised and taught how to treat men properly.

A correspondent writes from one of the Continental ports:—"I am very happy to know that Mr. Chamberlain asked the Right Hon. Sir M. Hicks-Beach about shipping. I wish they would pass a law to do away with the mode of crimping abroad, where a poor sailor has to pay from 10s. to a £1 to a crimp, to a fellow who calls himself shipping master, and the Consul abroad encourages them, because it takes a little labour and his clerks receive the commission from crimps. Do away with all this and you will have better seamen. Give your seaman a little chance, and let him know that he also belongs to the human race, give him a little space and he will reward you for it, but treat him as a dog and it will be the other way."

A correspondent writes:—"If shipowners were to come back to the old times, and let those youngsters or young gentlemen wishing to go to sea start in the forecabin among the men and bring them under their training, it would be very much better indeed."

"What becomes of these young gentlemen?" asks our correspondent. "The parents first of all pay a high premium to a so-called managing-owner, who reaps the benefit of this, not the shareholder. This man even brings the young gentlemen or their parents to a tailor or outfitter—I

would call him a crimp—who charges the parents of such young midshipman from £40 to £100 for outfit, and the managing-owner gets his share from this."

What this young gentleman learns, is harmless, says the writer. He learns how to trim lamps, clean brass work, scrub paint, light lamps, and look after the time. He might learn the first year how to make a short splice and a few knots, and when he comes to Calcutta, or any port in China and Japan, he has to buy another outfit of whites, tend to bumboat, tailor, or dowby, go ashore, smoke his cheroot, and swing his cane, and he is a great man, but a small item in the eyes of a sailor of the old type, who had to go through the mill and did not come through the stern window.

These youths, as our correspondent goes on to say, are manufactured into officers, of whom there are almost more than sailors, with the result that the wages of the officers are low, and many officers are unable to find employment except before the mast. Moreover, the system of premium practically excludes from the merchant service the sons of people who cannot afford to pay considerable sums, though many a lad whose parents cannot pay a premium would make a good seaman. In Scandinavian ships, he says, there are no premiums. Boys are taught in the forecabin and work their way up, which explains their good seamanship.

THERE is now only one vessel laid up in the Tees.

THE labour correspondent of the Board of Trade states that 116 strikes were noted as commencing in February, as against 73 in January. Twenty-nine were in coal mining; a like number in the cotton trade, and there were sixteen dock strikes. The improved conditions to be remarked during the month were mainly in the building trades, and in shipbuilding and its allied industries.

AWARDS FOR GALLANTRY.—The Board of Trade have awarded a piece of plate to Mr. E. Massone, master of the barque *Nicolino*, of Genoa, in recognition of his kindness and humanity to a portion of the shipwrecked crew of the barque *Caribon*, of Liverpool, whom he picked up at sea on Jan. 30, 1891. The Board of Trade have also awarded the undermentioned rewards to the master and certain members of the crew of the *Nepthis*, s. of Liverpool, in recognition of their services in rescuing the shipwrecked crew of the ship *Great Victoria*, of Liverpool, which was abandoned in the Bay of Biscay, on Jan. 30, 1891:—A silver medal for humanity to Mr. Edward J. Duffy, master, a silver medal for gallantry to Mr. William Nash, chief mate, and a bronze medal for gallantry, and a sum of £2 each to Henry Graham, boatswain, and John Green, Fred Nicholson, and James Dyer, seamen, who accompanied the chief mate in the rescuing boat of the *Nepthis*.

AT Cardiff Police Court Captain E. J. Heno of the *Crimdon* (s.), was charged that at Constantinople, in contravention of Section 207 of the Merchant Shipping Act, 1854, he discharged a seaman without previously obtaining the sanction of the British Consul, and further that he engaged a fireman at the same port, without first obtaining his approval. Mr. Hancock, who appeared for the defendant, admitted the offence. A member of the crew, who was a Turk and lived at Constantinople, was allowed permission to go ashore to see his family. When he returned he brought with him a fireman, who volunteered to act in his stead, as he had found that one of his children was in a dying condition. To have taken these men ashore to the British Consul under these circumstances would have meant serious detention and loss to the owners, and inconvenience to the Turk. A fine of 10s. and costs, was inflicted in each case, Sir Morgan Morgan saying that the magistrates regarded the case as one in which a technical offence only was disclosed.

YARNS.

CLXI

WITH PIRATES.

The ship *Silver Queen* had contracted to carry out 128 Botany Bay convicts, and this was my second year aboard of her as an apprentice. A day or two before we left England I reached my fifteenth year, and was a pretty solid lad for my age. As I remember the lot, about fifty were sentenced for manslaughter, the same number for robbery and burglary, and the others were made up of forgers, embezzlers, incendiaries, and so on. There were two in the lot who had escaped from the Bay, and finally found their way back to be recaptured. Taken as a whole, the lot was said to be the worst ever sent out.

Boy like, my sympathies were with the convicts. No matter what they had done, the idea that they were going off to a living death settled the matter with me. The discipline of the ship was very strict, but I found several opportunities to show my good will. When on duty below I passed them tobacco, gave them the news from above, and winked at their disobedience of rules. Every convict gang had its leader. The leader of this one was a man named Harry Small—one of the escaped Botany Bays who was being returned. He was a quiet fellow, intelligent and crafty, and when he saw I leaned his way, he one day asked me for a pencil and paper. I gave them to him, and he wrote a note which I afterwards delivered to a sailor before the mast. I did all this out of pure sympathy, having not the slightest idea that there was any wrong in it.

The sailor to whom I had delivered the note secretly declared to his mates that the surgeon had predicted an outbreak of fever after leaving the Cape. The consequence was that seven of them deserted at Cape Town. We lost seven Englishmen, while those who filled their places were Portuguese and half-breed Dutchmen, and as dirty a set as you ever saw aboard a ship.

In leaving the Cape we stood to the south-east for 100 miles, and then laid the course straight for Point Davey, on the southernmost point of Tasmania, this course being only two points from due east. In this run, clear across the Indian ocean, we should pass 100 miles south of the island of St. Paul. That and Amsterdam Island are the only two within 500 miles of the course.

I was on guard below for four hours every other day. On each occasion Small asked me for the run of the ship. I could nearly always give it to him, as I heard it from some of the officers. We had been out a week when he asked me about the island of St. Paul. I had an old chart on which it was put down as uninhabited. He asked me how close we would run to it and that I find out, if possible, when we were at the nearest point. Had I been older I should not have been deceived. I was only a lad—and a green one at that—and, as I told you before, I felt a deep sympathy for the convicts.

It was on a Tuesday night that I overheard the captain say to the surgeon that if the wind held we should be opposite St. Paul by noon next day. The wind did hold, and at ten o'clock next forenoon I went on duty below, and at once gave Small the news. It was just an hour later when a

fight broke out among the men, and there was a row to disturb the whole ship. The orders of the officers were set at defiance, and, as a consequence, when they did succeed in commanding obedience, it was deemed best to do some flogging to overawe the convicts. Four men, who were supposed to be ringleaders, were singled out, the entire lot were mustered on deck, and pretty soon No. 1 was lashed up to the gratings for punishment. The first blow struck was a signal, and every convict uttered a shout and sprang for a weapon. Not one of the seven new sailors would fire a shot. The fight lasted about ten minutes, during which time the surgeon, first and second mates, and three hands were killed. In return they killed seven of the convicts. I had no hand in the row. At the very first go-off some one struck me in the neck and knocked me flat and unconscious, and when I came to the convicts had the ship.

The rougher portion demanded that every one who was not with them should be butchered, but Small and his three or four lieutenants put them down. I think the first idea of the convicts was to go ashore at St. Paul, having previously scuttled the ship, but this gave place to another plan. The third mate, or bo'sun, agreed to cast in his lot with the convicts. The captain, carpenter, sailmaker, and six or seven hands got no choice. The long boat was lowered, provided with sail, oars, food, and water, and the men I have named set adrift without being harmed. I wanted to go with them, but Small refused me permission, saying I had been so kind to him that he felt it his duty to reward me. All the others also spoke very kindly to me, and I had the mortification of realising that I was the cat's-paw by which they had taken possession of the ship.

As soon as the longboat had left us and the dead had been thrown overboard, Small appointed his officers, stated that he proposed to steer to the north, and that everybody aboard should consider himself a pirate and be hanged to him. The men cheered again and again, and by an hour after meridian everything was running smoothly. Small enforced the strictest discipline. I was assigned to the cabin to wait on the captain, and our cook and steward had to do duty as before. Small knew something of navigation, and he had some smart sailors with him. One day we sighted a Dutch brig. When signalled to heave-to he lost no time, being scared half to death. He had a crew of seven men, and no resistance was offered. The brig was full of coffee and spices. Small took what he wanted out of her and scuttled her, while the crew were sent adrift in their own yawl. Some of our men were for killing all the Dutchmen, but Small decided otherwise. He was a man averse to bloodshed when it could be avoided.

During the next two weeks we sighted only two sail, and they were far distant. On the twenty-ninth day after the capture of the ship, a sail was made out, and a man sent aloft declared her to be an Indian. No sooner was her character made out than all was rejoicing and excitement on board our ship. The arms were got out, grog served to the men, and everybody was impatient for the Indian to come on. She came pacing along at a good gait, the wind being fair, and she was within half a mile of us when Small hoisted the black flag and signalled her to heave-to. This was hardly accomplished when a dozen men cried out in chorus that the stranger

was not an Indian at all, but a corvette, and a moment later she flew French colours and began to drop her gunport covers.

Small hauled down the black flag and hoisted the British colours and dipped them in compliment, but the Frenchman could see over 100 men running about on our decks, and he knew that something was wrong. He came racing up and passed us close enough to hail and ask what was the trouble. Small answered him that we were an emigrant ship, and that the black flag was a joke.

The corvette ran ahead, luffed up, and fired a gun for us to heave to. Small ordered all sail to be set, but the men were hardly aloft before the corvette sent a solid shot over us and brought Small to his senses. As soon as our headway was checked an armed boat's crew came aboard, and the fact that we were a convict ship was at once apparent. Half our number were transferred to the corvette, and twenty-five Frenchmen put aboard of the *Queen*, and, thus convoyed, the latter returned to Cape Town. The cook, steward, and myself were exonerated from all blame when put on trial, but Small and five others were hanged, and every other man whose sentence had been less than life had it extended.

INCOMPETENT SEAMEN.

MEETING OF M.P.'S.

SYMPATHY WITH THE UNION.

At the instance of the Sailors' and Firemen's Union, an important conference of members of Parliament and others took place in the Westminster Palace Hotel, London, March 13, with reference to alleged abuses and neglect in the administration of the Merchant Shipping Act. Sir Edward J. Reed, M.P., was called upon to preside, and amongst the members of Parliament present were—Professor Bryce, Sir Thomas Esmonde, Mr. Leng, Dr. Cameron, Mr. E. Robertson, Mr. J. Shiress Will, Mr. J. Duncan, Mr. Peter MacLagan, and Mr. Eslemont.

Mr. J. H. Wilson, secretary of the Seamen's and Firemen's Union, said that their first complaint was that the Board of Trade did not enforce those clauses of the Merchant Seamen (Payment of Wages and Rating) Act of 1880—that no one should be signed on as an able-bodied seaman who had not previously served four years at sea. During the Cardiff strike it had been proved, over and over again, that men had been signed on as "A.B.'s" who had

NEVER BEEN TO SEA BEFORE.

He had present, for instance, five such men, who were shipped by a boarding-house master at Cardiff, one of whom was a sweep, who had just been liberated after two months' imprisonment; another was a shoemaker; and so on. Such a system not only increased the labour and responsibility of competent seamen, but also seriously increased the danger to lives and property both in the vessels on which they served, and to other vessels met at sea. The superintendents at several ports, when questioned on the subject, simply replied that they had received no instructions from the Board of Trade to carry out and enforce the pro-

visions in question. There was also extreme laxity with regard to the illegal supply of

INCOMPETENT MEN,

who were furnished by "crimps" with clothing, and passed off as seamen without inquiry as to qualification. Although the Board of Trade had declined to prosecute the boarding-house masters who were at fault, the Union had prosecuted and got a conviction. An inquiry was asked for from the Local Marine Board at Cardiff, but it was far from satisfactory, and the gentleman who owned the vessel in question was himself one of the judges in that Court.

The Chairman said the recent reply of the President of the Board of Trade to a question by Mr. Chamberlain on the grievances now complained of did not seem at all satisfactory—even to Sir Michael Hicks-Beach himself—although it might be necessary to remind Mr. Wilson that members of Parliament had no executive functions, and had no responsibility or power to see Acts of Parliament carried into effect. At the same time there would be in the House of Commons

A GENERAL FEELING OF APPROVAL

of the course taken in this instance at all events, by the Seamen's and Firemen's Union—in urging that the existing legislation should be put in force both for the sake of competent seamen and for the public interest.

Mr. Robertson, M.P.: Has Mr. Wilson formally laid the complaints in question before the Board of Trade?

Mr. Wilson: We have had some correspondence from time to time on the subject, but not, I think, with the present President of that Board.

Mr. Leng, M.P., said he thought that, if the provisions of the Act of Parliament in question were quite clear it was the duty of the proper department of the Government to see them enforced, and he would be glad to concur in any action resolved upon with that view. There could be no doubt that it was a

VERY SERIOUS

peril to vessels and to all on board, if the men who were shipped as able-bodied seamen were not what they professed to be, but were really "land-lubbers," who did not know how to steer or to work a vessel. Such men were especially unqualified to act in an emergency; and, in the interests of all classes—seamen, shipowners, passengers, freight-owners, &c.—it was most desirable that the provisions of the Act of Parliament should be carried out.

Mr. Esslemont, M.P., concurred with Mr. Robertson in recommending that the Board of Trade should be officially approached on the subject. He happened to sit as a representative of the Board of Trade on the Marine Board of Aberdeen, and would like to have at hand some official correspondence in dealing with the subject, as he would endeavour to act impartially and with a sincere desire

TO SEE JUSTICE DONE

to all the interests concerned.

Mr. Robertson, M.P., said he was sure that all present would be willing to consult with and co-operate with Mr. Wilson in obtaining a distinct official statement of the policy of the Board of Trade in this matter; and then in taking further action, should that be found necessary.

Mr. Wilson explained that there were present delegates representing 98,000 seamen in different ports, and this question, he added, was one which deeply concerned both Union and non-Union men.

Mr. Taunton (Liverpool), Mr. Robertson (Middlesbrough), Mr. Butcher (Hull), Mr. Gammon (Whitstable), Captain Anderson and Mr. Clark (London), Mr. Begg (Hull), and other delegates addressed the meeting on the object in view, urging various reasons in its support.

The Chairman moved the following resolution:—"That the members of Parliament present

STRONGLY SYMPATHISE

with the object of the Union in seeking to have the clauses of the Act of Parliament enforced, recommend the officers of the Union to communicate with the Board of Trade on the subject, and, in the event of unsatisfactory assurances being received from that department, recommends Mr. Wilson to convene a further meeting of members of Parliament on the subject."

Sir Thomas Esmonde seconded this motion, and it was unanimously passed.

Prof. Bryce, M.P., and other gentlemen afterwards addressed the meeting in brief BUT SYMPATHETIC TERMS.

Subsequently the five men referred to by Mr. Wilson were called in, and confirmed his statement, to the effect that although, with a single exception, they had no experience on a vessel, they were shipped at Cardiff by a boarding-house master as able-bodied seamen. One said that he was a shoemaker; another was a sweep who had just come out of prison after serving a term of two months; and a third was a collier.

With regard to the case mentioned as an exception, Mr. Wilson alleged that the man had served as an ordinary seaman, but falsified his discharge, and passed himself off as an A.B.; that for that offence he was prosecuted by an official, and imprisoned; but that on coming out of prison he was refused his earlier discharge, and was, instead, sent on board another vessel as an able-bodied seaman.

A vote of thanks to Sir E. Reed for presiding closed the meeting.

In the House of Commons, March 16, Mr. Chamberlain put the following question: I beg to ask the President of the Board of Trade if his attention has been called to the illegal shipment of incompetent seamen as A.B.'s at the port of Cardiff, as appears from the statement of R. Phillips and others, reported in the *South Wales Daily News* of Feb. 25, and also by a statement taken from the said R. Phillips and others by the superintendent of Mercantile Marine at Cardiff. If he is aware of the fact that the men referred to, although incompetent and inexperienced, were signed on as A.B.'s in the presence of an official of the Board of Trade. If he is aware that the men so signed on as A.B.'s were brought to the ship by a person who is not licensed to ship seamen in accordance with sec. 147, sub-sec. (1) of the Merchant Shipping Act, 1854; and if these statements are true, whether he can take any steps to prevent the recurrence of these irregularities and to secure compliance with the law.

Sir M. Hicks-Beach: Yes, sir, my attention has been called to the statements in the question of the right hon. gentleman, which are substantially accurate. I am, however, informed that prosecutions were instituted against those persons who supplied the seamen illegally, and that in two cases convictions were obtained.

CARDIFF STRIKE ENDED.

At the adjourned conference of Trade Union delegates of South Wales and Monmouthshire, at Cardiff, March 12, after a prolonged discussion, the following resolution was unanimously adopted, on the motion of Mr. Tom Mann, seconded by Mr. Davies (Newport):—

That this meeting is of opinion that the preference clause in the Federation ticket having been withdrawn renders it unnecessary to further contest the issuing of these tickets, providing the members of the Sailors' and Firemen's Union are not called upon to pay for the same, and is of opinion that the sailors' and firemen's Executive should authorise their members to return to work forthwith, providing the shipowners are prepared to at once submit the points in dispute to a Board of Arbitrators, to be composed of an equal number of employers' and workmen's representatives, the arbitrators to be mutually agreed upon by the officials of the Shipping Federation and the Sailors' and Firemen's Union.

The following were appointed a deputation to wait upon the Shipping Federation Executive in London on Monday to submit to it the foregoing resolution:—Messrs. John Jenkins, J. H. Wilson (Sailors' Union), Gardner, Thomas (Miners), Davies (Labourers' Union), Fleming (Railway-men), Mann, and Parkyn (Engineers).

On Monday the deputation attended at the offices of the Shipping Federation in London.

The deputation reported, with reference to the suggested basis of a settlement of the strike at Cardiff, viz., the withdrawal of the payment for the Federation ticket, and the referring to a board of arbitration the other matters in dispute between the Shipping Federation and the Seamen's and Firemen's Union.

Mr. Laws satisfied the deputation that the Federation had already withdrawn the payment condition of taking the ticket; so that the members of the Union can now accept the ticket without the payment of a fee. With reference to the other matters in dispute, Mr. Laws stated that inasmuch as the meeting was unofficial and informal, he could promise nothing in the direction of a reference to arbitration, but he would take an opportunity of bringing the subject before the Executive Council on the earliest possible date. The objectionable clause of the Federation ticket having now been struck out, and men being no longer required to pay for the ticket, Mr. Wilson regards the Federation ticket as harmless and Union men are advised to accept the Federation ticket. The block has been raised and the Cardiff strike is over.

THE RESULT.

Commenting on this the *Pall Mall Gazette* says that each section will doubtless be ready to prove that it has now the victory, but the simple truth is that, as usually happens in labour disputes of this kind, the honours are divided. To declare, as the *Times*, that the men have been totally defeated, and that the Shipping Federation has been victorious all along the line, is an audacious misrepresentation. The simple fact on this side of the question is that the Shipping Federation had its elements of division, just as the Federation of Unions had. The extremists among the shipowners wanted, under the false pretence of "Free Labour" to smash the Unions altogether, and to meet the proposed boycotting of the blacklegs by a boycotting of the Unionists. But in the result, just as the extremists among the men have had to drop boycotting the blacklegs, so have the extremists among masters had to drop boycotting the Unionists. "The Federation ticket," says the *Times*, with audacious satisfaction, "which were denounced as badges of slavery, are in great demand." This is true; for the Unionists have now come to the very sensible conclusion that the best way of dealing with the Shipping Federation may, after all, be to reduce it to absurdity. But what the *Times* unaccountably forgets or disingenuously conceals, is that the Federation ticket which is now "in great demand" is a very different thing from the one which was "denounced as a badge of slavery." The thing of the ticket was in its implied boycott—its preference, that is to say, promised to Federationists—a preference endorsed, as we pointed out at the time, by private instructions to Federation captains. Now that this sting has been withdrawn, the ticket is comparatively harmless. If Mr. Laws himself claims the absolute victory which the *Times* asserts on his behalf, let him say so boldly. But if he says so, it can only mean that he has one more shift to resort to; that, just as at an earlier stage we had a bogus withdrawal of the Federation ticket, so now we are to have a bogus

alteration of its terms. A sharp look-out will have to be kept by the men of course; but until a fresh dodge is actually perpetrated, we must not credit Mr. Laws with the intention of it. No; it is a drawn game, so far as we can see. Moderate counsels have, under the stress of circumstances, prevailed all along the line. The men have abandoned, at any rate for the time, the attempt to boycott the blacklegs. The abandonment for the time will, let us hope, be for all time. After all, there is a more excellent way than boycotting the blackleg; it is abolishing him. The Unions should now be free for a while to devote their main energies to extending their borders and consolidating their organisation. For the Shipping Federation has on its side abandoned the attempt to boycott the Unions—a result to which we are glad to think that our exposure of the Federation ticket-tactics may have partly contributed. It is thus a case of honours easy; and the Federation have not been able to carry the "trick."

MEETINGS.

On Saturday, after marching through Cardiff, Trade Unionists held a demonstration presided over by Mr. T. Davies, ex-president Cardiff Trades Council, who said that they had succeeded in withdrawing the preference clause of the Federation ticket, notwithstanding that there were millions against them.

Mr. Ben Tillett said they had secured material advantages. They did not come out in this dispute for an increase of wages, but on a question of principle. That object had been attained. The coercion tactics of the Federation had been killed at Cardiff, they had buried them, and that day they were reading the funeral service over them. (Laughter.) The recent strike had, at any rate, intensified the feeling of unity and of mutual reliance which existed between the various Union organisations of the district. About twelve months ago he addressed a meeting in the circus in support of this Union movement, and since then some 12,000 men had come together and had organised themselves. In Newport and Swansea the same tale was being told. In Newport through this so-called new Trades Unionism—which was only a resurrection of the old—3,000 men were from 5s. to 10s. a week better off, 4,000 men in Cardiff were from 5s. to 15s. a week better off; while in Swansea 7,000 men were earning more—some of them to the extent of 30s. a week. There was the good of Trades Unionism, that could not be eradicated or covered up. The speaker concluded by remarking that if the people of Cardiff had a soul of honour they would express their contempt for the manager of the tramway company by refusing to patronise the Company's cars.

Mr. England then moved the following resolution:—

"That this meeting of the Cardiff strikers and their supporters desires to express its indebtedness to the various bodies of working men who have given us their substantial sympathy during the present dispute, and pledges itself to support financially all the tippers and hydraulic men at present boycotted; and also wishes to express its profound satisfaction at the grand achievement of having forced the withdrawal of the preferential clause originally contained in the Federation ticket, which was the principal object of the present struggle. We also wish to congratulate the leading representatives of South Wales and Monmouthshire workers for their practical and successful effort to bring about federation of labour. We express, too, our satisfaction at the method and conduct of the strike by our leaders, and thank them for their indefatigable efforts on behalf of all toilers."

Mr. T. Wingfield seconded the resolution.

Mr. J. Gardner, in supporting it, stated with regard to the strike, that if there had been mistakes during its progress, they had been made with the best motives and in all sincerity.

Mr. Harford, general secretary Railway Servants, speaking at a meeting of railway men at Cardiff, March 14, said:—He wished to say that it was conceded on all hands that the strike was a mistake. Of course, it was all very well to be wise after the event; but if one lesson more than another could be learned from recent events, it was that before railway men, dockers, seamen, or any other bodies withdrew from their labour in future, it would be wise to take into their confidence and ask the advice of the members of cognate industries. He should like to see every man belonging to their Union; but he did not believe in members pirating from other Union's members, and he did not believe in anything like coercion in order to get members. Such men seldom proved of any value to a Union; and therefore a man who joined from conviction rather than coercion was very much better. In that connection they should not find fault with employers for resorting to the tactics which their workmen employed against them;

and it was on that ground that he expressed the opinion that the Federation ticket was nothing more than a "bogey." When it contained the preference clause, it was objectionable; and had there been any attempt on the part of the ship-owners to impose secession from any Union as a condition to taking the ticket, he for one would have fought the employers as hard as anyone—(applause)—but seeing that there was nothing of the sort—that the owners simply regarded the ticket as binding on a man to do his duty, and that he (the speaker) did not attach the slightest value or use to the ticket—he was glad that his advice had been taken, and the dispute brought to an end. Dealing with the lesson of the strike he said that he had advocated a federation of all industries intimately connected with each other. Had such a federation existed, he did not think that the recent dispute would have taken place. (Hear, hear.) Of necessity, a consultation would have been held, and wiser councils would have prevailed. He expressed his regret that the proposal—made after their railway strike last year—for the formation of a board of conciliation was not carried into effect.

THE TIPPERS.

Mr. Tom Mann and Mr. H. Orbell left on Saturday, but before leaving, in company with some old Bute dock employes, they had an interview with Sir William T. Lewis, with reference to the tippers; but Sir William would not budge an inch from the position he had formerly occupied. He would not promise to reinstate any one of the old hands, but would arrange that as vacancies arose their claims should be considered. He could not, he said, allow any interference with them. Whether they belonged to the Union or not was immaterial, as they worked equably with others who might be Unionists or not. He also assured the deputation that nothing would be done to prevent them from obtaining employment elsewhere.

THE COLLIERS AND RAILWAY MEN.

A meeting of the council of the South Wales Colliers' Federation was held on Saturday at Aberdare, Mr. W. Abraham, M.P., presiding. Several important matters were dealt with. After receiving a report of two members appointed to count the vote of the collieries, it was resolved:—"That this committee, after investigating the report, find that the vast majority of the answers received from the various collieries are against complying with the request of the deputation representing the firemen, seamen, dockers, etc., at the general delegate meeting of the miners at Aberdare on Saturday last." This means that the colliers would not have supported the men at Cardiff Docks if the strike there had continued.

At a meeting of the railway men of the Cardiff district of the Amalgamated Society of Railway Servants on Saturday, Mr. Fleming, one of the delegates, stated that the ballot papers had been returned from the out districts, and a large percentage gave a negative to the question of striking. Mr. Harford, general secretary, said: He was very much afraid that by some not very clear method those who had been engaged in the dispute got the idea into their heads that the railway men had given their word to withdraw their labour. He saw statements in the newspapers which led him to think that they had given their word; but he was glad it was not so, although he maintained that it would have been better to have declared themselves a month ago, as they were now open to the charge of having been the means of prolonging the strike by several weeks. At the labour conference last week he was bound to speak out plainly, and say that there was no reason why those on strike should expect assistance from the railway men, and that if their sympathy had been thoroughly with the men on strike, they would not have hesitated two or three weeks, but would have given in their notices; but it was clear that they had no intention of doing so, and he, therefore, told the conference so. Now that the strike was over, what was the amount of wreckage they had to face? There were several hundred men out of employment, and if they had been looking to the railwaymen for help, then he thought it was the duty of the railwaymen, as Trade Unionists, to render them assistance until they obtained employment. But how was that to be done? It had been hinted that the Railway Society's executive might be appealed to, and if it was made by the recently-formed Labour Federation, there was no doubt that it would meet with a ready response. But the executive would not meet again until the last week in May; and, therefore, on the principle that "while the grass was growing, the horse would be starving," he suggested that the railwaymen appealed to for active support should extend

pecuniary support to those poor fellows who were in need by means of a weekly collection.

TAKING THE TICKET.

The general secretary of the Sailors' Union, accompanied by other members of the deputation, returned to Cardiff on Monday night by the 10.18 train. They were received at the station by a large contingent of Unionists, who, headed by the strike band, marched in procession through the town. The utmost enthusiasm was displayed, and the procession was considerably augmented along the route. The vicinity of the boarding-houses was visited, the occupants of which, fearing an attack, hastily barricaded their doors and windows; but nothing in the shape of a disturbance resulted. Arrived at the Pelican Club, Mr. J. H. Wilson addressed the men in a few spirited sentences.

On Tuesday morning Mr. J. H. Wilson organised a demonstration of seamen at Cardiff. A procession was formed and the usual route round the Docks and Bute-street was taken, the procession being headed by a drum-and-battle band. On arriving at the Colonial Hall Mr. Wilson said he had called them together in order that he might explain to them the conditions under which they might return to work. They had been told to refuse the Federation ticket, but now that it could be obtained without payment, and that the preference clause had been removed, the circumstances had altered, and they could take the ticket. In the afternoon some hundreds applied for tickets. It was stated that many of those who obtained tickets tore them up directly they had signed on, and the Federation Executive have now given instructions to their members that unless their captains can produce the tickets at the end of the voyage they will not be entitled "to the benefits of the Federation." The captains of ships, therefore, take care to secure the tickets, which the men produce when they sign. In the evening a smoking concert was held at the Colonial Hall, when Mr. Wilson gave magic lantern views, descriptive of timber deck-loads and the internal arrangement of ships. An address upon the necessity for the organisation and federation of all the labour in this country was delivered by Mr. Rafteron. Mr. Wilson, speaking of the Labour Commission, asked his hearers not to be gulled by a dodge of that kind. The Government had decided to appoint four or five labour representatives, who would be so delighted with their position that they would advise them to cease agitation until the report of the commission was issued. That would not be for two or three years, and in the meantime the general election would take place. The only way for labour to obtain its rights was to send 50 or 60 representatives to the House of Commons.

The Strike Committee, with the approval of the Federated Labour Unions, has issued "an appeal for funds in aid of distressed families of the men now left out of employment," as the result of the closing of the South Wales shipping dispute. The circular characterises the action of the dockers in coming to the assistance of the sailors and firemen as "a credit to Unionists," and "hope they will receive at the hands of the Trades Union bodies material support, and a recognition of such meritorious conduct, a tribute of sturdy independence to the great labour movement."

PIRACY IN THE CHINA SEA.—The mail from China brings news of the arrest of 10 men concerned in the piratical attack on the British steamer *Namoa*, off the coast of China in December. The leader of the gang was amongst those arrested. The whole of them were tried and beheaded in Canton within 12 hours of their arrival under arrest in that city. It appears that a similar raid by pirates, disguised as passengers, was designed on the British steamer *Kutsang*, trading between Hong Kong and Singapore. The captain was warned in time and kept up an armed watch night and day. As the vessel was passing the Parcel Islands, five junks approached, and believing the pirates were in charge, called on the vessel to stop. It is believed that, in accordance with the usual plan, these were in readiness to carry off the spoil. Special precautions are now being taken on all steamers carrying Chinese passengers. Winchester repeating rifles, revolvers, and cutlasses are placed at various convenient parts of the ship; the deck passengers are shut off, as soon as the port is left, by huge iron gratings, in front of which armed Malay quartermasters are placed as sentries, and during meals the entrances to the saloons are all guarded by armed sailors. In the *Namoa* case the attack was made while the officers and saloon passengers were at lunch.

ANCHOR LINER FOUNDERS.

APPALLING DISASTER.

NEARLY 600 LIVES LOST.

LIST OF THE CREW.

HEARTRENDING SCENES.

A telegram from Gibraltar gives a full account of the appalling catastrophe which occurred in Gibraltar Bay on Tuesday evening.

As already known, the *Utopia* was an iron screw steamer of Clyde build, and owned in Glasgow. She was bound from Naples for New York with over 700 Italian emigrants and a crew numbering nearly 600 all told. The vessel was seen early on Tuesday evening steaming towards the anchorage. When abreast of the British ironclad *Anson*, flagship of Rear-Admiral Jones, which was lying at anchor in the bay off Ragged Staff, at the south end of the town, the *Utopia* was seen to stagger, as if unable to make headway against the strong current running out at the time. In a moment the fierce gale, combined with this current, swept the ill-fated vessel across the bows of the *Anson*, which is armour-clad, with a formidable ram. This ram cut bodily into the steamer, and she then drifted before the wind and sea until the rapid inrush of water made her begin to settle down, which happened only five minutes after the first shock. Boats were at once lowered from the *Anson* and other vessels of the British squadron, as well as from the Swedish warship *Freja*, and the cable-ship *Amber*, while the ironclads turned their electric search lights towards the wreck to assist the rescuers in their difficult task, for by this time the daylight had almost completely faded. The scene at this moment was one which could never be forgotten. Crowds of people collected at South Port and along the Parade in the greatest excitement, but little could be seen from shore save the dark forms of the ironclads looming through the twilight and the white sails of the search lights falling upon the foam crests and driving spindrift. The shrieking of the poor creatures on board the *Utopia* was heartrending, being only too distinctly audible above the noise of the gale and the quick, sharp orders shouted now and then by the rescuers. The idea of nearly 900 fellow-creatures thus perishing within sight and sound of shore cast a gloom over the whole town. The sea was running so heavily that the boats could not approach the wreck with any hope of taking off those on board, and were compelled to lie to leeward, picking up the people as they were swept off the decks into the sea. As the *Utopia's* bows began to sink a terrible scene was indistinctly witnessed from the boats. Those on board the wreck rushed forward struggling with each other for life, and fighting their way up the fore rigging. Twenty minutes later the fore-castle disappeared beneath the surface, carrying down the crowds of unfortunate beings who had not dared to jump off in the hope of being picked up by the boats, and had failed in their efforts to take refuge in the rigging. The wind and rain were so blinding that scarcely anything could be seen by the rescuers beyond a confused struggling mass of living beings inextricably mixed up with wreckage. Those who had succeeded in taking refuge in the main rigging were rescued by a steam pinnace, but the work of taking them off was not finished until 11 o'clock at night. The last persons rescued were so exhausted that they could not get into the boats, and it was found necessary for the Blue-jackets to disembark and clamber up the shrouds in order to pass the poor benumbed creatures down into the boats. The crews, both Swedes and British, worked with such pluck and vigour that it is impossible to say who did the more daring acts or shewed the greater activity and courage. Unfortunately the work of saving the shipwrecked people was not unattended by fatalities to the rescuers themselves. A steam pinnace belonging to her Majesty's cruiser *Immortalité* fouled her screw and drifted on to the rocks. Two seamen were drowned, but the remainder of her crew were rescued. The names of the men drowned are Crayton and Hales, whose bodies have been recovered. The survivors have been temporarily housed in shore, where every possible assistance is being rendered to them by the local authorities.

Several bodies of men, women, and children have been washed ashore on the Spanish coast, and divers are being employed to search the submerged wreck, in which, it is thought, the majority of the bodies still lie.

Messrs. Henderson Brothers, the owners of the *Utopia*, have supplied a list of the crew on board the vessel. Of these the following have been saved:—

John McKenzie, master; James Thomson, first mate; F. H. Wadsworth, third mate; Hugh Taggart, carpenter; Duncan McFarlane, boatswain; Peter Patterson, quartermaster; George Miller, quartermaster; Alexander Bine, quartermaster; Alexander McLean, able seaman; John McInnes, able seaman; Hugh Livingston, able seaman; Joseph Flett, able seaman; John Adam, third engineer; A. Sellar, surgeon; W. Rome, boy; M. Hedderwick, chief steward; George Hossack, assistant steward; H. D. Barry, apprentice; Wilcox, Fergusson, Baker, three Italian stewards, and an interpreter.

Those missing are: C. W. Lees, second mate; James Stewart, quartermaster; John Davidson, able seaman; John Flett, able seaman; John McCall, first engineer; David Thomson, second engineer; John Greaves, donkeyman; James Rankine, fireman; A. Garscadden, fireman; P. Harvey, fireman; W. M'Donkin, fireman; Matthew Warner, fireman; F. Callaghan, fireman; W. Downs, trimmer; J. M'Robie, trimmer; F. Collins, trimmer; D. Campbell, assistant steward; William Bain, assistant steward; Peter Morrison, cook; M. Keoch, assistant cook and baker.

The total number on board the *Utopia* when she left Naples was 880. Of these only 311 have been saved, leaving 569 drowned or missing. The *Utopia* left the Clyde on November 5th for the Adriatic, touching at Naples on November 24th, and arriving at Fiume a few days afterwards. From that port she sailed on November 30th for New York, which she reached on January 7. Leaving again for the Mediterranean she reached Trieste on the 13th ult., and departed on the 25th ult. for New York. Previous to leaving the Clyde on November 5th she was refitted at a cost of £30,000.

OTHER GREAT WRECKS.

Terrible though this catastrophe be, the loss of life on similar occasions has several times been greater. Thus, there were 800 men on board the *Royal George* when she foundered off Spithead, and 600 of them were drowned. The loss of the *Princess Alice* remains the most shocking story of loss of life by wreck known to history, since between 600 and 700 persons were drowned. The present disaster is most nearly approached by the wreck of the White Star Liner *Atlantic*, which struck on Meagher Rock in 1873, with a loss of 573 lives. We append a list of the most famous and disastrous wrecks of the last 100 years:—

H.M.S. <i>Royal George</i> , wrecked off Spithead;	
600 perished	1782
<i>Halswell</i> , East Indiaman; 386 perished ..	1786
<i>Royal Adelaide</i> , wrecked on the Tongue	
Sands, off Margate; over 400 lives lost ..	1850
<i>Birkenhead</i> , troopship, wrecked in Simon's	
Bay, South Africa; 454 perished	1852
<i>Royal Charter</i> , wrecked off the coast of	
Anglesea; 446 lives lost	1859
<i>Lady Elgin</i> , sank through collision on Lake	
Michigan; Mr. Herbert Ingram, M.P.,	
founder of the <i>Illustrated London News</i> ,	
and his son drowned, with 285 others ..	1860
The <i>London</i> , foundered in the Bay of Biscay;	
230 persons perished, including Mr. G. V.	
Brooke, the tragedian	1866
H.M.S. <i>Captain</i> , foundered near Finisterre;	
472 lives lost	1870
<i>Northfleet</i> , run into off Dungeness; about	
300 lost	1872
<i>Atlantic</i> , White Star Liner, wrecked on	
Meagher Rock, £60 lost	1873
<i>Cospatrick</i> , took fire at midnight, on her way	
to Auckland, New Zealand; about 470 lives	
lost	1874
H.M.S. <i>Eurydice</i> , capsized near Ventnor;	
about 300 lives lost	1878
<i>Princess Alice</i> , pleasure steamer, run into in	
the Thames, near Woolwich, by the <i>Bywell</i>	
<i>Castle</i> ; between 600 and 700 lives lost ..	1878
<i>Grosser Kurfürst</i> , sunk by collision; 300	
perished	1878
<i>Kopunda</i> , emigrant ship, sank off the East	
Coast of South America; over 300 lives lost	1887
H.M.S. <i>Serpent</i> , wrecked off the Coast of Spain;	
200 lives lost	1890

SEVENTY-SEVEN ships in the London, Victoria, Albert, and Tibury Docks are being worked by Union and non-Union men.

AN action in the Admiralty Court, arising out of the collision in St. George's Channel between the *Merchant Prince*, s, and the Norwegian brig *Hera*, has resulted in the steamer being pronounced to blame.

AN official return of the owners of two and more licensed houses, recently issued, shows that 172 members of the House of Lords own 1,539 licensed drink-shops; 19 dukes hold 321, 12 marquises hold 106, 74 earls hold 645, seven viscounts hold 45, one bishop holds 2, and 69 barons 410. The Bishop of Llandaff is the only bishop in the list.

SEAFARING DISASTERS.

A telegram from Dartmouth states that a steamer, supposed to be a foreigner, has been completely wrecked off the Start. All lives lost.

Agnes Ellen.—A telegram from Falmouth states:—Schooner *Agnes Ellen*, went ashore at Bream Cove during snowstorm, and is a total wreck. Crew saved.

Ardacorrach, steamer, has arrived at Queens-town, reports having lost propeller and had bows damaged by ice.

Charles, steamer, is ashore half mile off Harrington-pier, full of water, hole in forehold.

Craigend and *Icerna* barques, have been on fire at San Francisco.

Croskull (*Alice Crookall*), schooner, of Run-corn, is a total wreck at Godrevy. Crew saved.

Coningsby, steamer, Swansea for Leghorn, at Plymouth, with machinery damaged.

Dryad.—As reported in last week's SEAFARING, the Liverpool barque *Dryad*, which left Shields Mar. 3 for Valparaiso, has been lost with all hands. It was late on the night of Mar. 9, when a hurricane was at its height, that she was driven ashore at the Start, on the South Coast. Coastguards from a distance observed the barque in deadly peril, but were powerless to assist, and all on board perished. There was not a chance of rendering succour, the cliffs at this point being so high and precipitous that unless a vessel runs into one of the very few coves there is absolutely no opportunity for a rescue. The *Dryad*, which was a fine iron barque, carried a crew of 24 hands. She was owned in Liverpool, and was built in 1874. Her commander (Captain W. Thomas) was a native of Trevine, Pembrokeshire. The crew who signed articles at the South Shields Shipping Office were as follows:—Chief officer, J. Glanville, of Fowey; second officer, W. Orford, of Bosworth; carpenter, Carl Lange, South Shields; steward, George Pattison, South Shields; seamen, David Heilborn, South Shields; Wm. Irvin, ditto; George Petterson, ditto; A. Cronie, ditto; A. Peterson, North Shields; P. Svane, South Shields; A. Hansen, ditto; G. Flood, Dundee; J. Lindsay, of Jersey; K. Errick, and A. Finn, apprentices; C. McGarry, A. Fletcher, J. Smith, and A. Ford, belonging to Hull and Liverpool. It is reported that a Tyne pilot was on board, but this is not accurately known.

Dervent Holme, steamer, arrived at Halifax short of coals, and bows slightly damaged, having been six days in the ice.

Elizabeth, barque, of and from Tonsberg for Leith, pitprops, stranded in St. Andrew's Bay. Crew saved.

Elizabeth, barque, of Sunderland, from Cardiff for Buenos Ayres, sprang leak, and was abandoned, March 1. Crew exposed for 60 hours. Picked up by German barque and landed Tenerife, whence they have been brought to Plymouth.

Florence, s, Cardiff for Genoa, is reported sunk in the Gulf of Lyons, March 11. Crew drowned. List of crew:—Samuel E. Farrel, London, captain; C. A. Smith, no address, mate; J. R. Sillitoe, no address, second mate; James Doring, no address, carpenter; J. Guilar, 65, Adam-street, Cardiff, steward; E. Capel, cook, Great Western Coffee Tavern, Cardiff; E. Cooper, no address, boatswain; W. Richards, 7, Tresillian-terrace, Cardiff, A.B.; George Symons, 142, Bute-road, Cardiff, A.B.; Patrick Haynes, 65, Adam-street, Cardiff, A.B.; George Ali, 65, Adam-street, Cardiff, A.B.; William Farrel (son of the captain), London, O.S.; J. Craistræ, no address, first engineer; R. Roberts, 10, Patrick-street, Cardiff, second engineer; William Robertson, 116, King's-road, Canton, Cardiff, third engineer; Robert Harben, no address, donkeyman; William Sharpe, 165, Bute-road, Cardiff, fireman; Alfred McCormack, 165, Bute-road, Cardiff, fireman; Alfred Coddling, 29, Peel-street, Cardiff, fireman; Joseph Marrel, 22, Christina-street, Cardiff, fireman; R. Guiseppe, 176, Bute-road, Cardiff, fireman; A. Whyte, 176, Bute-road, Cardiff, fireman; William Bowen, engineer's steward.

Guiana, at Ade'aide, leaky.

Harmonio and *Rose*, schooners, at Plymouth, badly damaged.

Hippolyta has put into Newcastle with loss of masts, etc.

Iris, steamer, arrived at Gravesend in tow, with shaft broken.

Imperator.—A telegram from St. Vincent (C.V.) states that the *Imperator*, Norwegian ship, Cardiff for California, is totally wrecked. Twelve of crew drowned.

Knutsford, British steamer, put into Perim leaky, having been ashore at Jeterzuear, lost anchors and 75 fathoms chain.

Lily, schooner, abandoned off the Isle of Wight. Crew saved.

Laura.—A telegram from Antwerp states that steamer *Laura* has gone aground off Leube.

Morayshire, British ship, from Glasgow for Vancouver Island, at Falmouth, the crew refusing duty.

Monmouth, British steamer, put back to Malta with machinery out of order.

Maine, steamer, from Baltimore, and *Glenorchy*, steamer, for Penang, etc., collided off Blackwall Point, Thames. Both vessels were damaged.

Mirama.—The most terrible of all the disasters which have resulted from the blizzard of last week, was, as far as is at present known, the loss of the fine iron screw-steamer *Mirama*. It was known that a steamship had been wrecked at Start Point in the height of the hurricane, but it was not for days that her name was ascertained to be the *Mirama*, of Liverpool, from London to Colombo, intending to call at Swansea to take in coals. She was blown upon the Blackstone Rock, a short distance out from Start Point. The captain, chief engineer, three mates, and the steward left the vessel in the small boat, and the remaining 22 hands in the starboard lifeboat, most of the crew wearing life-belts. The captain and his companions were not seen again. The lifeboat, which capsized, was driven to the Mag Rock, slightly to the east of Prawle Point. At this time, with the exception of three men, all those on board of her had succumbed through exhaustion and the fury of the waves.

Malaysia, of Liverpool, which sailed from San Francisco for Queenstown, August 6, 1890, is posted as overdue.

Nordcap.—The *Mosser*, steamer, has arrived at Gibraltar with the crew of the *Nordcap*, schooner, on board. The latter vessel foundered after collision with the *Vesta*, barque, on March 13.

Perseverance, schooner, of Preston, ashore on Gwithian Sands, likely to become a total wreck.

Porth, ketch, Swansea for Penzance, has gone ashore on Annet Island and is a total wreck. Mate drowned.

Pole Star.—A telegram from Arran states that the barque *Pole Star* was beached at Killeany Bay to avoid sinking, having touched ground off Eagle Rocks.

Port Jackson, British steamer, reported ashore Cape Alba. Attempts to get her off have been unsuccessful.

Raven.—A telegram from Fremantle states that the British barque *Raven*, in leaving the harbour with no pilot on board, struck on a rock and became a total wreck.

Rap, Norwegian schooner, put into Penzance leaky.

Roxburgh Castle, s. of Newcastle, Newport, Mon., to Piræus, Captain Tyrer, March 13, during gale, 140 miles south west of Scilly was struck by *British Peer*, English ship, Calcutta for London, a little abaft funnel, almost cut in two and sank in ten minutes, 22 out of a crew of 24 being missing. *British Peer* had bows stove in, and carried away bowsprit, jibboom, and head-gear. The forward bulkhead held good, and kept the vessel afloat. Captain Tyrer, of the *Roxburgh Castle*, a splendid swimmer, combated the waves, took his clothes off in the water, and was picked up by the *British Peer*, as was also one of the seamen, an A.B. named Whitelaw, of Newport. After the *Roxburgh Castle* had sunk, the *British Peer* was fallen in with by the s.s. *Morglay*, of Southampton, and towed to off the Manacles, where she was transferred to the tug *Triton*, and brought into Falmouth. The crew of the *Roxburgh* got into a boat, but were immediately drawn under by the suction of the sinking vessel and are supposed to be drowned. The following is a full list of the crew of the *Roxburgh Castle*:—Geo. Tyrer, master, Brixham, Devon, saved; John McFurrell, mate, Waterford; J. H. Breckon, second mate, Whitby; John Newman, carpenter, 1, Gladstone-terrace, Grangetown, Cardiff; T. Peterson, boatswain, 24, Upper Baldwin-street, Newport; Fred. Hill, A.B., 2, King's-parade, Newport; John Johnson, A.B., 1, Marion-street, Newport; James Whitelaw, A.B., 1, Marion-street, Newport, saved; John Carroll, A.B., 1, Marion-street, Newport; John Maley, A.B., 1, Marion-street, Newport; John Deasey, A.B., 1, Marion-street, Newport; J. Price, engineer, Imperial Hotel, Mount Stuart-square, Cardiff; J. W. Lewis, second engineer, 4, Lower Alma-street, Newport; James R. Birrell, third engineer, Fifeshire; John Leahy, fireman, 34, High-street, Pill, Newport; Jeremiah Sullivan, fireman, 33, High-street, Newport; Peter Cummings, fireman, 21, James-street, Newport; J. Hammett, fireman, 4, James-street, Newport; Stainer Elambro, fireman, 55, Lewis-street, Newport; Chas. Winstanley, assistant steward, Brixham; William Bovey, boy, Brixham; John Deasa, cook, 53, Price-street, Newport; Francis Jose, steward, Brixham.

Schooners.—The following vessels are at Falmouth damaged:—Schooner *W. T. Potts*, bound to Plymouth; schooner *Culcean Castle*, bound to Dublin; *F. Fisher*, for Sligo; *J. W. Pearne*, for Falmouth.

St. Talvard, barquentine, of Newport, Mon., from

Newport for Laguna, abandoned in Bay of Biscay March 10; crew rescued and landed at Dartmouth.

Stannington, steamer, has been towed into Falmouth by steamer *Burnock*, having broken shaft off the Longships.

Stanley, schooner, has been abandoned off Scilly. Crew saved.

Union, brig, stranded north of Alnmouth.

Utopia, British s. Anchor Line, Naples to New York, with crew of 50 and 830 Italian emigrants, collided on March 17 with *Anson* and *Rodney*, British men-of-war, in Gibraltar Bay during gale and foundered in five minutes, 569 persons lost and missing. For names and other particulars see page 6.

Ville de Pernambuco, steamer, has been towed into Falmouth with main-shaft broken.

Westward.—A telegram from Londonderry states that the *Westward*, schooner, of Plymouth, is ashore in Cuddaff Bay. Crew saved.

SHIPS SPOKEN.

Abana, Cardiff to Rio Janeiro, 49 N, 8 W.

Albatros, German barque, steering SW, Mar. 8, 30 N, 19 W.

Alexandre, Bordeaux to Valparaiso, Mar. 6, 24 N, 22 W.

Andora, ship, 10 days out, Feb. 5, 5 N, 90 E.

Auguste, for Dunkirk, March 6, 48 N, 24 W.

Beechdale, Iquique to Falmouth, steering NE, Jan. 19, 49 S, 47 W.

Bessie, of Cardiff, bound east, Mar. 11, 50 N, 7 W.

Blennyfell, for Cork, March 15, 47 N, 35 W.

Buteshire, March 7, 25 N, 20 W.

Calliope, British barque, New York to London, March 6, lat. 43, long. 53.

Carnarvonshire, British ship, San Francisco to Cork, 5 N, 119 W.

Charles Dennis, ship, San Francisco to New York, Feb. 3, 30 S, 31 W.

Clackmannanshire, British ship, San Francisco to Antwerp, Feb. 25, 33 N, 125 W.

Clan Grant, British barque, Buenos Ayres to Rangoon, 6 N, 24 W.

Cortez, British ship, Feb. 10, 20 N, 50 W.

Crummock Water, ship, of Liverpool, Greenock to Normanton, Feb. 20, 49 N, 26 W.

Drumcraig, English four-masted, London to San Francisco, Feb. 4, 39 S, 52 W.

Dumfriesshire, British ship, San Francisco to Hull 63 days, Jan. 1, 54 S, long. 62.

Dunboyne, British ship, Portland (O.), to Hull, Feb. 25, 30 N, 125 W.

Euphrates, British ship, Calcutta to Boulogne, Jan. 23, 8 S, 16 W.

Eagle, for Bo'ness, March 10, 45 N, 40 W.

Emma Payzant, for Glasgow, March 5, 48 N, 16 W.

Enchantress, of Glasgow, bound south, March 8, 35 N, 16 W.

Eriminta, barque, Iquique or Pisagua to Falmouth, steering north, Feb. 8, 16 S, 29 W.

Euphrates (H.M. troopship), outward bound, March 15, off Sagres.

Eurydice, ship, from Iquique, working to eastward 93 days, all well, March 6, 46 N, 37 W.

Fascadale, ship, San Francisco to Cork, steering NE, Jan. 16, 55 S, 55 W.

Flora, for Hamburg, March 6.

Garelloch, for Channel, March 11, 46 N, 35 W.

Good News, barque, Baltimore to Rio Janeiro, —25, lat. 35, long. 73.

Havel, s. steering west, March 7, 50 N, 17 W.

Hayle, brigantine, Southampton to Cardiff, March 14, 55 miles SW of Scilly, and was supplied with bread and water, by the *Mattia*, at Cardiff.

Holkar, British ship, Calcutta to Liverpool, Jan. 30, 1 N, 27 W.

Hypatia, British barque, Newport News to Bremen, Feb. 23.

Jessie Readman, ship, steering east, March 6, 49 N, 18 W.

Kinkora, Astoria to Falmouth, steering NE, Jan. 17, 54 S, 58 W.

Manuel Leaguno, ship, San Francisco to New York, Jan. 15, 31 S, 125 W.

Manydown, ship, Calcutta to Dundee, steering north-west, March 6, 2 N, 28 W.

Mermerus, English ship, Melbourne to London, Feb. 21, 8 N, 23 W.

Mersey, four-masted English ship, bound south, Mar. 1, 25 N, 20 W, all well.

Monrovia, for Batavia, Feb. 3, 2 S, 24 W.

Mount Carmel, English ship, Astoria to Bristol, 100 days, Feb. 29, 6 N, 29 W.

Mountain Laurel, March 7, 24 N, 20 W.

Myrtle, British barque, New York to Port Elizabeth, Jan. 30, 13 S, long. 31.

Reigate, March 8, 26 N, 20 W.

Romsdal, for Havre, Mar. 10, 48 N, 37 W.

Shakespear, for Falmouth, Mar. 10, 47 N, 34 W. Sovereign, English barque, steering south, Mar. 1, 27 N, 20 W.

Star of Austria, Willis, Pisagua to Channel, Feb. 24, 14 S, 28 W.

Trave, s. Southampton to New York, March 14, 50 N, 12 W.

Triton, Neptune Company's steamer, steering west, Mar. 11, near Portland.

BO'SUN'S LOCKER.

How jolly are the Esquimaux
In the land of lasting snax,
Where the wild winds fiercely blax
And the thermometer is belaux
Zeraux.

Editor (to reporter): "Mr. Pennibs, I must caution you to avoid tautology. You must not waste a single word." Reporter: "Have I used a tautological expression?" "Yes; in this article you speak of 'female' shoppers."

A seedy old tramp at Herne Bay
Turned in for a snooze in the hay,
But his nose being bright,
Caused the hay to ignite,
And there was the dickins to pay!

Drawing teacher: "Now this is a symmetrical figure. Can any one tell me what symmetry is? Ah, there is a little boy with his hand up. What is symmetry, little boy?" Jimmy Scanlan: "Plaze, sor, it do be a place fwhere they buries dead paple."

An expert.—Manager: "You say that you are an actor, and desire an engagement?" Actor: "Yes, sir; that's my wish." Manager: "Will you please recite a few lines?" Actor (striking an attitude): "Will you be kind enough to advance me 10dol. on my first week's salary?"

A special inducement.—Agent: "I'd like to insure your life." Respectable old party: "I don't want my life insured." "But we offer special inducements. Every policy is paid on death." "Well, all the companies do that." "Yes, but we pay up even if you are hanged. How's that for a special inducement?"

He certainly wasn't handsome, but he had a loving heart. He brought his adored one a present of a pug that broke down all the usual standards of ugliness, and set up one of its own. The gift went right to the affections of the gushing maiden. "Oh, thank you, James, thank you," she warbled. "It's just like you, so it is."

Extract from a modern novel: "She had thrown her heart at his feet, only to be rejected. What greater punishment can any woman have to bear?" Well, he might have picked up her heart, carried it home, and given it to his dog. Or he might have put his foot upon it and gr-r-round it into the dust. Or, worse still, he might have lifted it up tenderly, placed it in his coat-tail pocket, married her the next day, and made her work in a tie factory, while he fooled away his time and money at races and billiards. That would have been something like punishment.

AS SEEN BY OTHERS.

Tobogganing down on a slippery slide

is the

blissfullest

kind of

bliss;

But it isn't so funny when you strike a stone

And land

no

head

like

this

A humorous writer thus describes how he got out of a bad scrape at the police-court: "The next morning the magistrate sent for me. I went to him, and he received me cordially, said he had heard of the wonderful things I had accomplished by knocking down five persons and assaulting six others, and was proud of me, for I was a promising young man. Then he offered a toast, 'Guilty or not guilty!' I responded in a brief but eloquent speech, setting forth the importance of the occasion that had brought us together. After the usual ceremonies I was requested to lend the City forty shillings."

Uncle Thomas: "There, doctor, you think I am greatly improved?" Doctor: "Certainly, you are out of danger!" Uncle: "Ah, well; when you tell my nephew the news, pray break it as gently as possible; the poor fellow was in such good spirits at the prospect of the succession!"

A young married couple lived very happily together. One morning, however, the young wife was very morose at the breakfast table, and behaved in a most extraordinary way. The husband noticed the change in her manner, but on being questioned by him as to the cause of it, she would not give him satisfaction until he finally insisted on being told what was the matter. "Well," she said at last, "if I dream again that you have kissed another woman, I will not speak to you again as long as I live."

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- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.
- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie, 27, Broomhall-street, via Acklington.
- AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.
- ANTWERP.**—
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- AREBROSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
- BONNESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMENHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
- CORK.**—Michael Austin, 6, Patrick-street.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNea, Kirk-street, agent.
- DUNDALK.**—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Duff, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNDEEVAN.**—P. Power, 5, St. Mary-street.
- LEEWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—C. S. Neilson, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Friday evening at 8, in Bergsgatan 24.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
- LIMERICK.**—W. McMillan, sec., 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL.**—(Branch No. 2).—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.
- LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
- LIVERPOOL (Tag and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-rd., E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LONDONDERY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- MALMO.**—Arel Danielson, Nørregation No. 3b.

- MARYPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
- METHIL.**—Wm. Walker, Commercial-street.
- MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
- NEWRY.**—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
- PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
- PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Ambie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
- PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
- PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.
- PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatham.
- ROTTERDAM (Holland).**—J. R. de Vries, secretary Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
- RUNCORN.**—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
- SCANDINAVIAN DEPARTMENT.**—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, Dr. R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
- SHIELDS (North).**—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
- STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.
- WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.
- WATERFORD.**—J. Ayton, 82, Quay.
- WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
- WEXFORD.**—P. O. Dwyer, Main-street.
- WICKLOW.**—Thomas Gregory, Main-street.
- WHITBY.**—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
- WHITEHAVEN.**—John Smith, Maryport.
- WORKINGTON.**—John Smith, Maryport.
- YOUGHAL.**—J. Collins, Braun-street.

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By Order,
H. FRIEND, General Secretary.

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**UNION OF SHIPMASTERS
AND OFFICERS**

OF GREAT BRITAIN AND IRELAND.
Registered No. 553.

Head Office: 33, MARKET PLACE, SOUTH SHIELDS.
Members can be enrolled and Cards and
Rules Returned

By forwarding entrance fee, 10s. 6d., and 6d. for card
and rules of membership, by postal order to
CAPT. HENRY S. BARRETT, Chief Sec.
Agent in London, J. F. NASH, Master Mariner,
77, Liverpool-rd., Barking-rd., Canning Town.

NOTICE TO MEMBERS.

All members of the above are hereby informed
that the late Secretary, Geo. T. Luccock, has
nothing whatever to do with the Union. All
communications to be addressed to the under-
signed,

HENRY S. BARRETT, Secretary.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously re-
solved to make a levy of 10s. upon each member
for a special fund for strike purposes, whereby
each member who so contributes will be entitled
to 8s. per week in addition to the strike pay
sanctioned by the rules. Branch secretaries are
therefore requested to at once collect the levy from
all members of Branches which have passed the
resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Peterhead
Cardiff	Plymouth
Deptford & Rotherhithe	Seaham Harbour
Drogheda	Shields (North)
Dublin	Shields (South)
Dundalk	Stockton
Dundee	Sunderland
Goole	Swansea
Grangemouth	Tidal Basin
Green's Home	Tower Hill
Grimsby	West Hartlepool
Hull	Whitby
King's Lynn	
Liverpool	

Levies from non-local members should be
specially marked on the non-local receipts, and
remitted each week with non-local moneys. Levies
collected from local members should also be re-
mitted to Head Office each week, and entered on
the income and expenditure sides of weekly
returns.

Any Branch which may not already have decided
upon the levy, can do so by passing a resolution in
favour of the same, and forwarding it to me, where-
upon the names of such Branches will be inserted in
the above list.—By Order, J. H. WILSON, General
Secretary.

All the London Branches have unani-
mously adopted the Levy, also the 6d.
per week contribution.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of
the above Union. Over 50 Prizes. Tickets 3d. each,
to be had from all Branch Secretaries. Drawing to
take place on Saturday, June 27, 1891, in Mariners'
Hall, Candle-lane. The winning numbers will be
advertised in SEAFARING, also in local papers, the
following week.—C. W. MILLAR, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested
to pay up their entrance fees and contributions at
once, also the 10s. levy. Any member not comply-
ing with this notice will be fined accordingly.—C.
WYKES, Secretary.

THE STEAMER "ANDALUSIA."

The crew of the steamer *Andalusia*, trading
between West Hartlepool, Scarborough, and
London, are all good Union men. This is not the
same steamer *Andalusia* which has been advertised
in SEAFARING as a Federation ship.—By order,
J. LEAHY, Secretary West Hartlepool Branch.

UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these
Branches, on Monday, April 13, the following
prizes will be drawn for:—1st prize, Silk Worked
Picture (by a member), worth £4; 2nd prize,
Silver Medal (enamelled); 3rd prize, Silver Medal
(plain). Tickets, 6d. each, may be had from the
Secretary, Mr. McKEVITT, or at SEAFARING Office.
The winning numbers will be advertised in SEA-
FARING after the draw, and winners can, if they
choose, have the value of the prize they win in
money.—THOS. McKEVITT, Secretary.

YOUNG MAN, Strong and Healthy, age 21.
would give his services free to assist steward,
etc., in return for a Passage to Australia. Could
start directly.—Address, E. J. S., c/o Mrs. Lawrence,
39, Morning-lane, Hackney.

THE BEST HOUSE FOR SAILORS' & FIREMEN'S BOOTS & SHOES

S. VINICOMBE'S,
11 & 23, VICTORIA DOCKRD., E.
ESTABLISHED 1867.

TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36-40, Whitefriars-street, but to
150, Minories, London, E. All communications
should be addressed to ARCHIBALD COWIE,
SEAFARING Office, 150, Minories, London,
E., to whom all remittances must be made pay-
able. (Post Office Orders at Minories, London,
E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

NOTICES.

"SEAFARING,"

Published every Saturday, price One Penny,
will be sent to any part of the United Kingdom,
post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post
free, to any of the countries comprised in the Postal
Union. All subscriptions must be paid in advance

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITIONS.

Insertion.	13	24	53
	Insertions.	Insertions.	Insertions.
One Page ..	2 10 0		
Half-Page ..	1 7 6		
One-third Page ..	0 18 6		
One-sixth Page ..	0 10 6	10 %	15 %
Three Inches ..	0 7 6	Discount.	Discount.
Two Inches ..	0 5 6		
One Inch ..	0 3 0		

Facing Leader, 25 % more than above prices.

Quotations given for special advertisements; 5 % discount
off above prices allowed when accounts are paid monthly;
liberal discount for cash with order.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35
words in length, and set in same type as news
(not displayed), are charged at the rate of 1s.
for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding
Houses (see page 15).

In consequence of the Easter
Holidays, SEAFARING will
next week be published a
day earlier than usual. All
matter intended for insertion
must be received NOT LATER
than noon on WEDNESDAY,
MARCH 25.

Seafaring.

SATURDAY, MARCH 21, 1891.

CAPTAINS AND SEAMEN.

"The healthy life of a ship results from
that true discipline in which the parts are
duly subordinated in their working to each
other. The eye cannot say to the hand I
have no need of thee, nor can the foot say
to the hand I have no need of thee. Or, as
in a good watch, where each part, duly
fitted into its proper place and working
smoothly, results in perfect time, the main-
spring cannot perform its work without the
balance, and the balance without the main-
spring is useless. . . . If the co-relation of
the parts of the living watch is not perfect it
must be caused by bad adjustment, and the
causes of bad adjustment are ignorance,

false pride, selfishness. . . . The want of true discipline, when it occurs, is the result of mistakes on all sides—masters, officers of both kinds, crews, and I will not here except the owner—very unfortunate mistakes indeed. . . .

‘Who overcomes
By force hath overcome but half his foe.’

Moral discipline alone must be the ruling power; in most difficult positions I never found it fail. In every ship there must be a head, and that head the law finds in the master, to whom it places all others in subordination, whatever may be his position, and to him it expects obedience. . . . May I be permitted to say to the British shipmaster that you are a gentleman bearing the Imperial diploma of your position—a gentleman whose law of action is, or should be—

‘Be you to others kind and true,
As you’d have others be to you;’

and, if such be your bearing and character, you will not fail to leave such an impress upon those who may be placed under you as will conduce greatly to their benefit, and add immeasurably to your own happiness.” Such are the views of Captain Edward Blackmors, as expounded in an admirable paper which that gentleman has just read before the Shipmasters’ Society of London—a paper so admirable, indeed, that it is a pity we cannot print it all at present. Being unable to do that, we quote the above part, as giving a good idea of what the ideal captain should be. That such captains exist we do not deny. The present writer has served under at least one of that kind. On the other hand, here is a picture of another sort of captain:—At the Liverpool Assizes last Monday, in the course of the trial of a Hindoo named Bhagwar Jessiwarrak, for the murder of Peter Lyall, master of the ship *Buckingham*, Gustavus Carson, a chief officer in the mercantile marine, stated that he had known the late Captain Lyall about 13 years, and had sailed with him when an apprentice. His general treatment of his crew and officers was brutal in the extreme. Witness had many a time seen deceased strike his men, and often put them in irons. During the three years witness sailed with the captain there were three mutinies on board, caused by general ill-treatment. On the other hand, it is but fair to say that there were friends of Lyall in court willing to give him a good character. But an apprentice who was aboard the *Buckingham* at the time the captain was killed, deposed to seeing him strike the prisoner twice, just before the captain was stabbed. The chief officer also stated prisoner had told him that the captain had struck him twice. It further came out in evidence that before the ship left Dundee for New York—on the passage to which latter port Lyall was killed—there had been a quarrel between the master and the Hindoo so serious that the latter had to appeal to the police. He seems to have met with the treatment usual when seamen appeal to the police against a captain, nothing apparently being done. It further appears to have been contended that the captain forced the prisoner to act as cook, to which prisoner objected on the ground of caste, or religion, though the evidence on this point was conflicting. What was clear was, that the captain had assaulted the prisoner, that the prisoner had declared he would

kill him if the assault was repeated, and when the assault was repeated the prisoner did kill him. Prisoner had therefore received provocation, and on that ground it is to be hoped that the efforts being made in Liverpool to obtain a reprieve will be successful. Though the judge sentenced the prisoner to death and their recommendation ought to have weight. Whether Captain Lyall was a brute or not we need not decide, but he had clearly provoked the prisoner, and justice would surely be met by a far less punishment than that of death. However that may be, the case may serve to teach captains that even mild Hindoos will not always stand knocking about with impunity.

NAUTICAL NEWS.

A PARCEL of whalebone has just been sold by a large holder in Dundee at £2,250 per ton. Two vessels sail from Dundee this week to prosecute the Davis Straits whale fishing.

By the wreck last week of the Liverpool steamer *Mirama*, the Liverpool barque *Dryad*, the Barrow schooner *Sinesdale*, and the Chester schooner *Lizzie Ellen*, all at Start Point, no less than 58 lives have been lost.

CAPTAIN EXTON, of the schooner *Truro*, has been summoned at Cardiff on a charge of stealing a number of blocks of patent fuel. A material witness was absent, and there being no case made out against the captain he was discharged.

In the House of Commons, on the motion of Mr. Whitley, a return was ordered of the average rates of wages paid to mercantile marine officers of all grades during each decade since 1850, distinguishing between steamers and sailing vessels, and according to tonnage.

At Cardiff Police Court on Monday, Rabouch Daniel Marie, 17, and B. Alexis Georges, 18, French youths, were charged with deserting their ship the *Louis Marie*. The excuse of the prisoners was that the captain struck them. An order for the return of the prisoners to the ship was made.

ONE of the Branches of the Dockers’ Union at Dundee has resolved to reduce the rates for loading and discharging vessels from 8d. to 7d. per hour, and overtime from 1s. to 9d. per hour. This reduction has been agreed on in order to minimise the effects of free labour.

At the Middlesbrough Police Court, Captain Stephenson was charged that, whilst master of the steamer *Middlesbrough*, he failed to give assistance to a sailing vessel with which he had been in collision in the English Channel. The collision occurred in the dark, and the sailing vessel soon disappeared. He was fined £25.

A SALVAGE claim for services rendered by the steamship *Ebor* to the iron screw steamship *Mount Stewart* on Oct. 16 last, off Cromer, was heard on Saturday in the Admiralty Division. The towing lasted twenty-six hours, and was for a distance of 130 miles, the *Ebor* being delayed altogether 2½ days. The Court awarded the sum of £750 for the salvage services rendered.

A BOARD OF TRADE inquiry into the loss of the *Milo* (s.) off Ushant, France, on Feb. 12, has concluded at Newcastle. The Court found that the casualty was caused by the vessel being kept on courses which took her inside Ushant, and by the non-use of the lead when the weather became thick. The Court found the master alone in default, and suspended his certificate for six months. They, however, agreed to recommend the Board of Trade to grant him a chief mate’s certificate in the meantime.

THE Dundee whaler *Polar Star* arrived at Shetland March 12, en route for Greenland seal and whale fishing. The whalers *Hope*, of Peterhead, and *Active*, of Dundee, arrived next day. The vessels have shipped Shetland crews to complete their complements. Owing to the dulness of the shipping trade a great many Shetland men applied for berths, and there was no difficulty in getting hands. The rate of wages paid is much the same as last year. There was an attempt on the part of some of the men to stick out against a reduction of sixpence in the oil money, but plenty of men were found ready to sign at the wages going. The *Hope* sailed on Saturday, and the *Polar Star* and *Active* on Monday.

SAILORS’ AND FIREMEN’S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

In consequence of the *Thanemore* benefit performance taking place on the ordinary meeting night of the Tidal Basin Branch that Branch did not hold its usual meeting on Feb. 13.

At the Paragon Music Hall, Mile End, on Feb. 13, a benefit performance was given in aid of the relatives of the missing steamer *Thanemore*, the house being crowded and a considerable sum being realised. Mr. Walsh, secretary of the London District, thanked the sympathisers with this laudable object for their assistance. Most of the London District officers of the Union were present, and were in many cases accompanied by their wives.

At a meeting of the Tidal Basin Branch, held in the schoolroom, Tidal Basin, March 6, Bro. Starkey, president, in the chair, it was proposed by Bro. Starbuck and seconded by Bro. Boughen that the standing orders be suspended to enable the meeting to go fully into the labour question. This was carried, and a discussion ensued. It was then proposed by Bro. Boyce and seconded by Bro. Morris that we enforce the fine in Rule 12, with reference to members obstructing the meeting, and that the members see this rule strictly carried out; carried. The secretary, Mr. F. Fowler, was then presented with a handsome scarf bearing the following inscription, “Presented to Bro. F. Fowler for past services rendered to the Union.” The scarf, which was presented by Mr. T. M. Walsh, is of blue silk with gold wire trimmings. Mr. Fowler, it may be mentioned, was the first delegate sent to the Cardiff Congress to represent the Tidal Basin Branch. He was also the first elected on the executive as delegate for Tidal Basin Branch. He has done some good service to the cause of Trade Unionism, and his friends hope he may do the same in the future.

At the Guildhall Police Court, the Shipping Federation Company (Limited), of Leadenhall-street, were summoned before Mr. Alderman Wilkin, at the instance of Patrick Jennings, of King-street, Tower Hill, for having committed a breach of a certain contract, dated Feb. 14, 1891. There was also a claim for £10 for damage, maintenance, and railway fares. Mr. T. Watson Brown, for the Seamen’s Union, appeared in support of the summons, and Mr. J. P. Grain appeared for the company.

Mr. Saville (the chief clerk): Mr. Grain, do you admit the liability, or any part of it.

Mr. Grain: We dispute the whole of it, and I take every objection.

Mr. Brown then proceeded to open the case. He said that the complainant was a sea-going fireman, whose ordinary residence was at North Shields. The defendants were a registered company, carrying on a business at Leadenhall-street, and therefore were within the jurisdiction of this Court. On Feb. 14 last a contract was entered into by Patrick Jennings, along with a great many others—about 50, from North and South Shields—who entered into contracts with the firm. They were to proceed to London, and present themselves for shipment in such ships as should be assigned to them. In the complainant’s case wages were to be £1 15s. He obtained of this an advance note for £2 7s. 6d. All his expenses were to be paid until a ship was found for him. On Feb. 14 he met Captain Oxley, who was the Federation agent at North Shields. He was to go to King’s Cross, and from there to the docks.

Mr. Grain: Was this in writing?

Mr. Brown: It was not in writing. With the 50 other men complainant went from North Shields to Newcastle, and there the tickets was taken by another agent, Captain Davison. The tickets were not taken by the men themselves. They went as far as York without any difficulty, and the plaintiff and all the others were under the impression that they were being brought to London, and not that a trick was being played upon them. Everything went smoothly until after they left York, when a most unusual thing happened. Both doors of the carriages were locked, and the men were thus practically imprisoned. They passed Leeds station, and then became aware that they were being misled. Captain Davison was spoken to, and was requested to give an explanation. Then they learnt that they were being taken to Cardiff. They protested against this proceeding, saying they would not go. There was a great disturbance. The men asked to have their fares paid back to

North Shields, because they never intended to go to Cardiff. They were informed that they must walk back or go on to Cardiff. By a subsequent train they went to Cardiff, and when they arrived there they still refused to be engaged there. Thirty-one of the men out of the 50 were, in point of fact, thrown upon the streets of Cardiff. They were left to starve or beg. There had been no articles of agreement in this case, and he should proceed under the Employers and Workmen Act.

The complainant gave evidence, and said he was engaged at Clive-street, North Shields, by Captain Oxley, of the Federation. He was engaged at a salary of £4 15s. a month as a fireman. He received an advance note for half a month's wage. He with other men proceeded to Newcastle the same day. There were several persons present when he was engaged. When they arrived at Newcastle Captain Davison took charge of them. On his clothing bag was a direction to King's-cross. When they arrived at York they were locked in the carriage. When they got to Leeds they got out of the carriage window and remonstrated with Captain Davison. They were told they would either have to go on to Cardiff or walk back to North Shields. They went on to Cardiff, and a gentleman met them with a conveyance. They got into it, but the witness jumped out in consequence of the crowd of strikers. He was left in the street. He afterwards applied to the Cardiff magistrates, but the matter being out of their jurisdiction the summons was dismissed.

Cross-examined: He was not a member of the Union on Feb. 14. The reason he would rather have been shipped in London was that he believed, or was told, that London was quiet, whereas Cardiff was not. There was a strike on there. When he was landed at Cardiff he did not apply to the Federation, but went to the Pelican Club and Union. He was intimidated by the Union men. He was brought to London by a man in the employ of the Union. He was now staying with the Union at their expense.

Mr. Grain cross-examined the witness at some length upon the items of the claim, with the view of proving that these sums were quite unknown to the witness, and that the statement had been prepared entirely by the Union.

Mr. Grain: Are you willing to go and sign articles on some steamer if it were found for you?—Witness: Yes.

Mr. Brown: You have not got it yet.

Mr. Grain: No, and you would not let him go if we did. Mr. Grain then addressed the Bench on behalf of the Federation, and said that as this was a test case he raised every objection. Even had there been an agreement on the part of the Federation, the complainant had waived it by going to Cardiff.

Mr. Alderman Wilkin did not think it necessary for Mr. Grain to call evidence. If there is a contract between the plaintiff and the Federation, he did not see how the plaintiff could recover, as he had waived it by consenting to go to Cardiff. He did not think though that there had been one. He had also come to the conclusion that the complainant had failed to comply with that portion of the agreement relating to the shipping or one of the Federation ships, that was assuming there was a contract. He thought all the points turned against the complainant, and dismissed the summons.

A large meeting of London Trades Unionists was held on Ellbrook-common, Fulham, on Sunday afternoon. Mr. Duffy presided. A reporter moved the following resolution:—"That this meeting of London Trade Unionists congratulates the sailors in having forced the Federation to withdraw the preference clause from their ticket, and further urge members of that Union not to pay for the same." He said he was sorry that they were not able to congratulate themselves upon a brilliant victory at Cardiff. He was sorry to say that the recently formed labour Federation had not been of much value in the port dispute, and the position of the sailors had not been strengthened by fighting alongside the dockers. The fight began because the Shipping Federation had inserted a preference clause in their ticket, but on Thursday Mr. Laws had written down to Cardiff instructions that this clause should be withdrawn, and so the men had been ordered to return to work on Monday. Further they were going to meet before a board of arbitration in order to settle their disputes.—Mr. O'Connor (sec. A.C.P.U.) said they had been fighting not only a federation of men but of gold—gold which had been withheld from the workers for years.—Mr. H. Brill (president A.C.P.U.) said the formation of associations of capitalists was a tribute to the power which labour had assumed during the past few years.—Mr. Lloyd and others also spoke, and the resolution was carried unanimously.

Another meeting was held on Mile-end Waste on Sunday morning. Mr. F. Brien (Dockers) said the

lesson of the past few weeks was the necessity for a still more perfect organisation of the workers. (Cheers.) Mr. Sprow (Dockers) said he had just been undergoing three months' imprisonment in the cause of Trade Unionism, which meant that he had not only to go to gaol, but that his pension of £45 a year, which he had earned in the Navy, was taken away from him. ("Shame.") Mr. J. H. Dalziel thought the time had come when Trade Unions must pay more attention to organisation than to fighting.—Other speakers followed, and a resolution was carried in favour of continued efforts in the direction of more perfect organisation of working men.

LIVERPOOL BRANCHES.

On Monday evening a private conference of the officials connected with various Trades Unions was held at Liverpool to take steps for promoting a board of arbitration and conciliation in connection with the shipping trade. Mr. J. Connarty, of the Seamen's and Firemen's Union, was elected provisional chairman, and Mr. Thomas Parr, of the Cotton and General Porters' Society, provisional secretary. Letters were read from several Trades Unions cordially approving the movement. On the motion of Mr. John Bennett, seconded by Mr. E. M. Edwards, and supported by Mr. James Samuelson, who explained the working of boards of arbitration in various industries, the following resolution was unanimously passed:—"That in order to prevent the great loss and inconvenience to the mercantile community, and generally to the industries of this part of the country, which arise from differences between employers and employed in the shipping and forwarding trades of Liverpool, it is desirable to establish a board of arbitration and conciliation for the settlement of such differences." A provisional committee of working men was then appointed, including representatives of all Unions favourable to the movement. A resolution was also passed to hold a public meeting for the purpose of explaining the principles of arbitration and conciliation to the great body of labourers connected with the shipping and forwarding trades. At the request of the meeting Mr. Samuelson agreed, in order to aid in the formation of the Board, to act as honorary counsel. A letter was also read from Mr. Clarke Aspinall expressing his readiness to co-operate. The two gentlemen referred to are trustees of the Liverpool Porters' Society.

At the Branch meeting of No. 1 Liverpool Branch, March 9, Mr. A. Duncan, the president, took the chair, Mr. Taunton in the vice-chair. The minutes of previous meeting, and the financial statement for the week having been adopted, the correspondence was next considered. Mr. Taunton moved a resolution repudiating the circular, dated March 22, 1891, which, however, found no seconder. An amendment was moved by Mr. Gibbins that we stand neutral. This was seconded by Bro. Huson, and carried by a large majority. The question of outside delegate's badges was then brought up, and after a decision had been arrived at, Mr. Huson moved that the entrance-fee be reduced to 5s. for one month from the 10th inst., provided such reduction be in accordance with the registered rules. Bro. J. Holt seconded, and on being put to the vote, with the support of Bro. Mulroy, the resolution was carried. The meeting then adjourned.

At the meeting of No. 1 Liverpool Branch, March 16, Mr. A. Duncan took the chair, supported by the vice-chairman, Mr. Nicholson, district secretary, acting as Branch secretary. The minutes of previous meeting were confirmed, on the motion of Bro. J. Gibbons, seconded by Bro. S. Andrews. Mr. Taunton gave his report of the conference at Westminster, and moved the following resolution:—"That this meeting, whilst thanking those members of Parliament who attended the conference at the Westminster Palace Hotel on the 13th inst., regarding abuses under the Merchant Shipping Act, 1880, expresses its surprise and regret that only one of the Liverpool representatives attended the conference." This being seconded by Mr. Mulhowney, was carried. The financial statement was passed, on the motion of Mr. A. J. Candler, seconded by Bro. S. Andrews, and it was directed that steps be taken to recover the debit. A letter from Mr. S. G. Brown having been read, it was decided that the same be laid on the table. On the motion of Mr. S. Andrews it was resolved that Mr. S. G. Brown be dismissed from his official position. This was seconded by Mr. P. McTulls. It was moved by Mr. A. J. Candler, and seconded by Bro. Mulhowney, that Mr. Henry R. Taunton be elected secretary of the Branch, he having resigned his seat on the Executive Committee. This was carried unanimously. A medal was voted to Mr. Camma for having enrolled 54 members. A resolution was then passed expressing a hope that the steps being taken locally to establish conciliation

boards for the prevention of strikes, will have practical results. Bro. J. Gibbons moved that the three extra delegates' services be dispensed with. This was seconded by Bro. D. Murphy, and carried. It was resolved that one of the three so retiring delegates be re-elected for dock duty. The nominations were Bros. Duncan, Fleay, and Gibbons, and the result of the ballot was Fleay 8 votes, Gibbons 5, Duncan 2, Mr. Fleay being duly elected. The retiring delegates, Bros. Duncan and Rogers, received a hearty vote of thanks for their untiring and faithful attention to their duties, and it was carried by acclamation on being put to the meeting. The meeting then adjourned.

The Bootle Branch held their usual weekly meeting on Tuesday night last, the 17th inst., a fairly large gathering of members being present, Mr. J. W. McGovern in the chair. After the usual routine had been gone through, the secretary (Mr. Connarty) placed before the meeting the claims of the crew of the s.s. *Ioma* for shipwreck relief, according to rule. Bro. Fitzsimmonds moved: That on production of the necessary proof, all claims be paid, providing each man was a financial member at the time of sailing. This was seconded by Bro. T. Wilson, and carried. The secretary also laid before the meeting the plan for a Board of Conciliation, and laid the report of a meeting held on this subject before them, and also explained that some of our members had been included in the provisional committee for the advancement of the scheme. Bro. Fitzsimmonds moved that full permission be granted to said members to forward the scheme if advisable, and attend any meetings required, seconded by Bro. Sheridan, and carried. Bro. Connarty then gave a brief address on the subject of the reduction in the entrance-fee, and explained that all non-Unionists should now take advantage of the low rate and become members, as he thought it was the only chance they would have, and if they didn't join now it would serve them right to have to pay a large sum after the low entrance-fee closes. This being all the business, after a vote of thanks the meeting adjourned.

BIRKENHEAD BRANCH.

At the weekly meeting of the above Branch, Mar. 11, Mr. James Cullen in the chair. Minutes, correspondence, and financial statement were read and confirmed. The account from head office per general fund account was then submitted, and after being duly considered it was moved by H. Powell, seconded by H. Mottershead, that the sum of £250 be forwarded to head office for general fund account and on being put to the meeting was carried unanimously. A discussion ensued respecting the reduction of entrance fee. It was decided on the motion of H. Mottershead, seconded by J. Kelly, that the entrance fee be reduced in conformity with other Branches in the district; carried. It was also decided that the secretary write Sir E. B. Hamley, M.P., asking him to attend the meeting of M.P.'s on Friday, Mar. 13. The meeting then adjourned at 9.30 p.m.

At the committee meeting held Mar. 16, Mr. John Griffiths, chairman, minutes, correspondence, and financial statement for week ending Mar. 14, were read and confirmed. The reduction of entrance fee was then considered, when it was moved by H. Stading, seconded by John Kenny, that the reduction of the entrance fee be in force from Mar. 16 to April 16; carried. A deputation from the various local trade societies consisting of Messrs. Roberts, Daniels, Smith and Toole, and after addresses had been delivered respecting the various bodies empowered with the management of the affairs of the ratepayers and the absence of labour representation, it was decided that the secretary and delegate, Messrs. Kenny and Kerr, be appointed to the provisional committee for the furtherance of labour interests on the Town Council and Board of Poor Law Guardians. After various other items had been gone through the meeting adjourned.

GLASGOW BRANCH.

At the meeting held March 12, in the Typographical Hall, 102, Maxwell-street, Bro. C. Wright in the chair, the minutes of the previous meeting being adopted, minutes of two special meetings held on the 6th and 8th inst. were read and adopted. The work of the committee at their last sitting was unanimously approved of, on the motion of Bro. Hill, seconded by Bro. Murray, after which the circular from head office re the allowing of our members to take "Federation tickets" was read and caused a great amount of discussion, at the outset of which the following resolution was moved by Bro. Madden, seconded by Bro. Bryson, and carried with acclamation. "That we the members of the Glasgow Branch of the N. A. S. & F. Union, repudiate the statement made at Leith by the deputation which waited on

the shipowners of that port on the 11th inst., in reference to the accusations brought by that Branch, charging the Executive Council and the general secretary of the Union with very arbitrary conduct in their past administration of its affairs. While not agreeing to the proposed general strike suggested by the Executive, we hold we are quite within the laws of our constitution in so doing, and deny at this or any other time the Executive had or have the power or ever sought to enforce their authority in dictating any course of action opposed to the independent and expressed resolution of the Branches under its jurisdiction. We have therefore much pleasure in moving a vote of continued confidence in our general secretary and Executive Council." The financial statement for the week ending March 7, 1891, was then submitted and unanimously accepted, on the motion of Bro. Sleith, seconded by Bro. Moran. The secretary next brought forward a scheme of having a temporary office or erection as convenient as possible to the Queen's Dock, owing to the fact that some of our large liners had started the movement of paying off and signing their crews on board ship. Several members having had their say on the matter, standing orders were dispensed with to allow of Messrs. Brodie and Carson, the Labour candidates for the Glasgow School Board, to address the meeting. After addresses had been given, a vote of confidence in these gentlemen was unanimously agreed to, they retiring amidst cheers. Business commenced again by Bro. A. McGregor asking some questions relative to the shore rules. After answers had been given, a little discussion took place, and the meeting closed at 10 30 p.m.

DUBLIN BRANCH.

At the usual weekly meeting of this Branch held at the Union Hall, 50, Saville-place, Bro. J. M. Maxwell presiding, the minutes and financial account and correspondence having been adopted, Bro. Lwambley reported that the s.s. *Progress* had a non-Union man on board. After some discussion it was decided that the case be left in the hands of the outside delegate. The chairman then addressed the meeting on the progress the labour war had made during the past week in Cardiff, saying that now Mr. J. H. Wilson had opened fire on the Federation from a quarter that they least expected, by convening a meeting of the members of Parliament on that very day, in the Westminster Palace Hotel, London, to see what action the Government was going to take to stop the shipment of such scabs as had taken the places of our Union brothers in Cardiff. Imagine, he said, passengers on board ships manned by sweeps, boot blacks, and such like fry, picked up in the slums of Liverpool, London, and other large cities, and turned into A.B.'s and firemen. Pleasant to be out in such weather as prevailed in the English Channel during the past week in such ships, when it took experienced hands who were at sea all their lives all their time to make port. The statistics show a great number of wrecks, and I wonder how many were ships manned by Union men and how many by scabs. The Federation were lately taking such an interest in poor Jack that they were going to defend him against himself, and break up his Union if they could. They only wanted poor Jack to go in his ship when he signed irrespective of who were his shipmates, and he should not break the Merchant Shipping Act. He should rather go with the afore-mentioned crews, and run a better risk of being drowned or killed, than break the law that these Federationists assisted in making. But on the other hand, the Federation seem to have a perfect right to break the law by shipping such scabs as boarding-house masters collected for them. I think that if the Federation were to stop breaking the law themselves and sack their newly-found British tars, who are famed for their incompetency, they would find that the Sailors' and Firemen's Union would not be found breaking the law. So the sooner they start practising what they preach the better for themselves. He (the chairman) would have great pleasure in now calling on Mr. E. Donnelly, organising secretary for Ireland, to give them some advice. (Cheers.) Bro. E. Donnelly then addressed the meeting at some length on the gallant fight our general secretary was making, and the policy pursued by the Federation, who were acting the dog in the manger. They would not accept Mr. Wilson's proposals to bring the strike to a termination, nor would they issue any proposals themselves. They would hear of nothing but the breaking up of the men's Union. They claimed the right to combine themselves, but denied it to their employes. The Federation Union rule-book had one rule—that if men had a grievance and the employer refused either to listen to him or have an arbitration, the Union was to support such member, if his grievance was considered good by a Branch meeting; but,

of course, under such circumstances they would take care the worker would never have a good grievance, this is one of the rules of the Federation. This was the "Union" they wanted the sailors and firemen to join. But he (Mr. Donnelly) felt proud of the action the Amalgamated Engineers' Society had taken, and the Federation might learn in a short time to regret not having accepted Mr. J. H. Wilson's proposals for a settlement, as we were not beaten yet, and he felt confident that the action of the engineers would be the forerunner of a splendid victory for the federated Unions. (Great cheering.) It was then proposed, seconded, and carried unanimously, that a hearty vote of thanks be given to the Amalgamated Engineers for their action on this occasion.

ABERDEEN BRANCH.

The members of this Branch have decided to accept the Federation ticket now that the preference clause has been withdrawn.

LEITH BRANCH.

On Tuesday, March 10, the usual weekly meeting was held in the Lifeboat Hall. The chairman (Bro. Pratt) presided, and there was a large attendance of members. The usual routine business was transacted, and correspondence was read, including the report of the conference of Scottish secretaries, and it was agreed that no action be taken. A circular requesting the entrance-fee to be reduced for one month, was read, and it was unanimously agreed to reduce the fee to 5s. Regarding the proposed meeting of M.P.'s, convened by the general secretary, it was agreed that the local M.P.'s be asked to attend. Bro. Scott then gave an account of the interview between the deputation of members and the local shipowners, after which it was agreed "that we, the members of the Leith Branch, do accept the Federation ticket, but still remain in the Union." After some further discussion, the meeting was brought to a close.

GRANGEMOUTH BRANCH.

At the usual weekly meeting, held March 16, Mr. George B. Scotland, chairman, presiding, after the minutes were adopted, income and expenditure of the week were read, and considered very satisfactory, seeing the dulness of trade here and the tactics of the Shipowners' Federation. The secretary then read a circular proposing to reduce the entrance-fee to 10s. for one month, so as to give intending members a chance of enrolling themselves in our noble organisation, which after being debated on for some time was agreed to. A letter was then read from the captain of a steamer relating to one of our members who had left his ship two hours before sailing, but had given no reason for so doing. The member was then called on to explain his reasons for so doing. After hearing the member's reasons, it was unanimously decided not to impose any fine seeing it was his first offence, and he promised not to offend again.

GOTHENBURG BRANCH.

A meeting was held here March 13. After the usual programme was gone through Mr. Bruce was nominated as a fit man for the position of secretary of this Branch. A motion regarding the door-keeper's duties was agreed to at this stage, and the local press was severely condemned for the injury it was trying to do us.

DUNDEE BRANCH.

At the weekly meeting Mar. 16, Mr. Jas Jenkins in the chair. Bro. Alex. Fortune was elected to vice-chairman. The minutes and income and expenditure were approved, also minutes of the special meeting held Mar. 11 requesting the attendance of the M.P.'s for this city, at the meeting, in the Westminster Palace Hotel, on Mar. 13, regarding the present administration of the Merchant Seamen (Payment of Wages and Rating) Act, 1880, with reference to the rating of A.B.'s. Correspondence was next read, amongst which a letter from South Shields, re the withdrawing of some of our members from the s.s. *Telephone* and s.s. *Croma*. In the first case it was moved that they receive strike pay until they resume work, and in the second case it was decided to let it lie over. A lively discussion then took place over the taking of the Federation ticket, most of the members being very indignant at having to accept the Federation ticket. They would have been more satisfied if a

thorough fight had taken place before accepting the same. A discussion then took place regarding the rule for members working ashore. It was finally moved and seconded that the following motion be placed on the agenda paper, viz.: "That the contributions for members working ashore, and who are not in another Union, be reduced to threepence per week instead of sixpence," the members being of opinion that if this were done it would induce members to keep up their contributions, and also be in benefit when they have to go to sea again, for it is a well-known fact that when members are working ashore their wages are not as high as when they are at sea, and in consequence they fall in arrears, and rather than pay up their arrears they will go blacklegging, and cause the Union a deal of trouble.

NEWCASTLE-ON-TYNE BRANCH.

A meeting of the above Branch of the Union was held at Lockhart's Cocoa Rooms, March 13. An address was delivered by Mr. Mansell, the local secretary, reviewing the facts relating to the Federation ticket up to the present time. He advised the members to take the advice given by Mr. Wilson, the general secretary, to accept the Federation ticket. A long discussion ensued on the subject. The members generally intimated that they were not satisfied with the other local Branches that had accepted the ticket, and there was a feeling in favour of taking independent action, in order to test Newcastle shipowners on the question. Ultimately it was decided that for the time being it would be best to accept the advice given by Mr. Mansell, and this was accordingly done. The proceedings soon after terminated. William Purvis, John Shaw, and William Douglas, all firemen, have been fined for not proceeding to sea in the s.s. *Lucent*. The outside delegate has been withdrawn.

SUNDERLAND BRANCH.

This Branch held their usual weekly meeting March 16, at the Dog and Pheasant, Coronation-street, Mr. J. W. Priest in the chair. The secretary read letters from Cardiff, Aberdeen, and Blackhill, also from the Executive Council. The Branch decided to take part in the demonstration on Sunday, under the auspices of the Trades Council, on behalf of the Half-holiday Association. The secretary then proceeded to read the minutes of last meeting of the Executive, it being considered that there were already as many emblems as were required by the Union. Mr. J. B. Lee addressed the meeting on the position of affairs at the present. He said that owing to the depression of trade, more than the action of the Shipping Federation, they had received a bit of a check. But he had not the slightest hesitation in saying that more good would come out of the fight with the Federation than harm. It was evident that the shipowners were more prepared for conciliation than they had hitherto been, and he had no doubt that many of our troubles and disputes in the future would be discussed across the table, which he thought a better state of affairs. Mr. Lonsdale also gave a report of the deputation which waited upon the Federation in this port, and said that they had received a very cordial reception by that body.

A meeting of the Sunderland Branch of the North of England Sailors' and Firemen's Society was held on Monday evening. Letters were read at the meeting from Mr. Storey, M.P., and Col. Gourley, M.P., expressing regret that they were unable to attend the meeting at the Westminster Palace Hotel, London, last Friday afternoon. Col. Gourley added:—"The existing administration of the Act of 1880 is very unsatisfactory. A chimney-sweep may ship as an A.B. if he can only don a reef." It was agreed to stop the 6s. per week special levy for unemployed members, it being stated that the bulk of them had got away to sea.

SOUTH SHIELDS BRANCH.

On Monday night the usual weekly meeting of this Branch was held in the Hall, Coronation-street, South Shields. There was a large attendance. Mr. D. Clement (hon. secretary) read the report, which showed that, notwithstanding the adoption of the Federation ticket, a number of members had been enrolled, and the finances had increased in a corresponding degree, the amount received during the past week being £115. Mr. Clement stated as an evidence of the advantages accruing from the Union that during the past week fifteen shipwrecked men had been relieved to the amount of £21 15s. After the transaction of routine business, the meeting closed with the usual votes of thanks.

NORTH SHIELDS BRANCH.

At the general meeting, March 16, Bro. Richard Latimer in the chair, after the minutes were confirmed, correspondence was read from Mr. R. S. Donkin, M.P., explaining why he could not attend the deputation at Westminster Palace Hotel, also from other sources. Resolved that we attend the demonstration of the Free Gardeners on Whit Monday, with band and new banner, which has been so beautifully got up by R. Hodge, royal arms and artistic painter and designer, Livingstone-street, South Shields. The banner is now on view at G. Petrie's Royal Arms Hotel, Nile-street, North Shields, and will be there for some time for inspection, free. The members have decided themselves to take the Federation ticket, as it is considered that this will not alter the principle of any man that has the Union at heart. We cannot see how it is possible to ruin the men simply by giving them this ticket. It makes no alteration, as some of the men can go on in the same old way. I have had a lot of dealings with seamen, but cannot see how we are going to make men better, unless we act up to the Merchant Shipping Act, both man and master. The Federation are engaging men every day, brought up to no kind of discipline. Men that have been brought up in dirt and misery. They have never learned to wash their own clothes, and go about a disgrace to men of respectability, who would be willing to show them what to do, only they decline, on the pretence of not wanting to go to sea any more. Why do not masters engage men who can show four years' service as able seamen. If they turned out a fraud you could give them a discharge according to ability and character. A master does not care about doing this as it causes his name to get abroad. But why need he trouble when he is trying to better his fellow man. Masters and officers, this is the key to the British Mercantile Marine. Train the apprentices from which you can draw your supplies. Do not engage anyone who does not show four years' service at sea as A.B. And above all do not have anyone who does not understand the usual orders while at the wheel.

DROGHEDA BRANCH.

At the general meeting, March 14, Mr. J. Finnigan in the chair, minutes, financial statement, and correspondence being accepted, it was resolved that the entrance-fee be reduced for one month to 5s., and after one month that it be raised to 30s. Bro. J. Marmon moved, Bro. J. Duffey seconded, Bro. P. Flannigan supported the following resolution:—"That we the members of this Branch earnestly request Mr. T. P. Gill, M.P. for South Louth, to attend a meeting to be held at Westminster on March 13, to bring into consideration the present administration of the Merchant Seamen (Payment of Wages and Rating Act of 1880), and with reference to the rating of A.B.'s., and request him to bring pressure to bear on the Government to carry out the Act relating to the same"; carried unanimously. A complaint was made against George Owens, pilot, who had taken the *Bohemian Girl* to Liverpool short-handed when Union men could be had and idle at the same time. As he did not put in an appearance, it was resolved that he be summoned to attend next meeting night, and failing that he be dealt with in his absence. It was resolved that Mat Guinity be admitted a member of this Branch as O.S., he having one year's service. It was moved by Bro. George Duffey that the crew of the *William* get legal assistance for the owner discharging them because they would not break their contracts, and also refusing to pay them. Several other practical resolutions being passed, the meeting adjourned.

DUNDALK BRANCH.

At the general meeting, the president, Mr. Michael Green, in the chair, the following resolution was carried unanimously. That we, the members of this Branch, earnestly request the M.P. for North Louth to attend a meeting to be held on March 13 at Westminster Palace Hotel, to take into consideration the present administration of the Merchant Seamen (Payment of Wages Act of 1880) and with reference to the rating of A.B., and request him to bring pressure to bear on the Government to carry out the Act relating to the same. It was also moved that four members be fined the sum of 10s. for sailing in the s.s. *Kilkeel*, which is in dispute owing to the Federation, also that one of the s.s. *Shark* be fined in the same sum, they assisting Federation, and that secretaries and delegates receive no contributions from those until they pay the fine. Further notice.—Any members found sailing

in the s.s. *Kilkeel* and s.s. *Shark*, and s.s. *Rostrevor*, the three in dispute, will be dealt with as non-Unionists, as there would be no trouble here but on account of such. It was also resolved that the crew that left the s.s. *Rostrevor* receive strike pay, and get all the assistance that the members can give for their manly action in standing firmly by the officials when requested, also that the secretary be empowered to call all the Union men out of the s.s. *Jessie*, if the owners insist in reducing their wages and employing non-Union men.

MIDDLESBROUGH BRANCH.

At the usual general meeting, March 17, Mr. J. Mucklow in the chair, the minutes were discussed and afterwards confirmed. Correspondence having been read and accepted the entrance fee was taken into consideration. Several members argued that £2 was too much for a man to pay in the present depressed times. After much discussion it was moved by Bro. Diebenkorn, seconded by Bro. McClellan, that the entrance fee of this Branch be reduced to 5s. for one month, to all qualified seamen; carried. It was moved by Bro. S. Stephenson, seconded by Bro. J. Thompson, that the secretary be authorised to get bills printed and posted announcing the reduction of entrance fee; carried. Bro. Robinson then addressed the meeting at some length, and afterwards moved, That we the members of the Middlesbrough Branch do pledge ourselves to support the principles of Trades Unionism and will stand by our Union till the last. This was seconded by Bro. C. Corkish and carried. The secretary then addressed a few words to the meeting. He said that he was very sorry that he had not been able to be amongst them for the last few weeks, but he was now greatly improved in health and trusted he would soon be well enough to attend to his duties as formerly. He said he had heard some grumbling because our general secretary was seeking to enter Parliament to represent the seamen of this country. He asked them, as men of common sense, if they did not need a representative? Let them look in the papers, he did not care whether they were Liberal or Tory, and read the Parliamentary reports and see how seamen were represented. Let them read the reports of the police courts and see what justice was meted out to Trades Unionists generally and then say they did not need representatives in Parliament. He said he knew if they thought for themselves as men what decision they would come to. They would say we will have one, and then we will have several more to assist him. They would not have the Board of Trade then ignoring Acts of Parliament that were passed to protect seamen without attention being drawn to the same in the House of Commons. They would not have to ask other M.P.'s to meet representatives of the seamen, as they had to do last Friday, in order to bring under their notice the neglect of the Board of Trade in carrying out Acts of Parliament for the protection of seamen. They would do it through their own representative on the floor of the House of Commons. In conclusion he said that Mr. Jas. Smith, the secretary of the Trades Council, was now before the electors as a candidate for the Middlesbrough County Council, and being a working man he was entitled to the vote of all working men who resided in the North-West Ward, and he hoped that our members would do all they could to return Mr. Smith at the head of the poll. The secretary then resumed his seat amid loud applause. The meeting afterwards adjourned.

STOCKTON BRANCH.

A special meeting of this Branch was held on Wednesday last to appoint a deputation to meet Major Ropner, J.P., which consisted of three members, the president, secretary, and a member of the committee. They were very kindly received by the major, and the object of the interview was explained. 1st. The Federation ticket. 2nd. Signing on of crews at Board of Trade office. 3rd. Boarding masters, crimps, bawly-house keepers, and others illegally providing seamen. The major thought that it was not of the slightest difference to Union men whether they held the ticket or not. If the Union men had it, and the captain asked if they were Federation men or Union, they were either. A great deal lay in the tact of the delegate. By all Union men taking the Federation ticket they could sail together as usual, and no one would ask any questions about them, and if they could prove themselves superior to the Federation men, in the course of a few weeks there would be no Federation ticket, or Federation either. He thought the ticket of no use in our case, and that the Union officers had been somewhat aggressive in their earlier days else the Federation would not have been formed. In his own ships all Union men are employed, and he stated most emphatically

that he would not give preference to non-Unionists over Unionists; also that he had given instructions to his ships-husband, and to all masters of his vessels that the food should be sufficient in quality and quantity to ensure no fault being found by the crew. As to signing on crews at the shipping offices, he thought that as most of the superintendents and assistants were raised from office boys they were no judges of a seaman's qualities. The master of the ship was a better judge. It was pointed out to him that if sailors and firemen signed on board what was the use of the mercantile marine offices, and why should such an imposition be allowed to exist? If it was law to pay a man off at the shipping offices it was equally law that he should be signed on there. He thought it unwise at present to give an opinion on the matter, as Parliament had taken it in hand, and no doubt the matter would be thoroughly gone into. He thought that the Union was most useful to shipowners, but that we had taken an inopportune time to strike, seeing the thousands of tons of shipping laid up, and if we would only save our strength and recruit our ranks by lowering the entrance fees, by the time when nearly all ships were employed we would be in a position to fight successfully. He was a thorough Unionist himself, and all his employees were the same. He also said that many of the deplorable strikes and differences between master and man could be avoided if they could only meet together in a conciliatory spirit. He should be very pleased to receive a representative deputation any time, and thanked us kindly on leaving. A telegram was sent to Sir Horace Davey, M.P., asking him to attend the meeting of M.P.'s at Westminster Palace Hotel on Friday, but we have received no answer up to now. At the same meeting a case came up for consideration which may be useful to our members. Ed. Higgins, fireman, shipped on board s.s. *Tyne Head* from Shields, last Oct., and it appears that the delegate attending gathered all the contribution cards, and gave them to the heads of the respective departments. The donkeyman above-named was discharged in Philadelphia, and the engineer would not return him his card, and it has not been forwarded to the Branch secretary or him. A resolution was carried unanimously, that the delegate was not justified in allowing any person the custody of a member's card, and that the representative of this Branch on the Trades Council bring the matter before that body for their consideration, and that a new card be issued. A resolution was also carried that Thomas Robson Gibbons, of Middlesbrough Branch, who had been working on shore, and had not paid any contributions since Dec., 1889, be allowed to re-join; but at the general meeting on Monday night it was resolved that the matter should be open till next meeting night, and that in the meantime the secretary write to Middlesbrough for further information. Bro. Alex. J. Clark, district delegate and chairman of the committee, resigned on account of his business. Every member on shore is therefore called upon to attend the next meeting to elect a new officer, and generally discuss the Federation ticket.

PETERHEAD BRANCH.

The Federation ticket craze has not reached us yet. Our men are dripping away to shipping ports. Some of the men who left Union steamboats because they declined to take Federation tickets have been sent for by their old masters, as the crews they got were useless. Masters should come forward and tell the owners they will not take the responsibility of sailing with incompetent men. The special meeting for Tuesday last did not come off. There was no business of importance. The weather is now more settled, and we expect the following Union vessels up, viz.: the *Onward*, and the *Maggie* and *Hellen*, they having been detained for some time owing to the late gale. Your readers will remember that Mr. Rennie, the Branch secretary, wrote to the Royal National Lifeboat Institution, London, pointing out the desirability of having Ratray Head and Scotstoun Head connected with Peterhead by electric communication. His main argument was the loss of time, viz.: one hour to one-and-a-half hours between the time a vessel was reported ashore, until the lifeboat crew could be summoned. After various communications the following has just come to hand from the local secretary here:—Peterhead, March 17, 1891. Mr. T. D. Rennie, secretary, National and Amalgamated Sailors' and Firemen's Union. Dear Sir,—I have to inform you that the committee of the Royal National Lifeboat Institution have decided to urge the Admiralty to connect the coastguard stations at Peterhead and Ratray Point telegraphically or by telephone, with the view of placing the Peterhead lifeboat station in a better position for obtaining prompt information when its services may be required in the direction of Ratray Point.—I am, yours

faithfully, WILLIAM BOYD. It is to be hoped that the Admiralty will see their way to go on at once. It is not a point confined to winter casualties, the summer brings its fogs and easterly gales, and it would be a pity if anything should happen now, which may make us regret it was not done sooner.

GREENOCK BRANCH.

The usual meeting of this Branch was held in the reading-room on Tuesday last. Mr. D. Thoms presided, and the attendance was limited, a circumstance which is by no means regrettable. The large attendance at the meetings during the past two months is accounted for by the fact that the trade of the port was in a very depressed condition, and large numbers of the men found great difficulty in obtaining employment. That, however, no longer obtains, as with the improvement in shipping observable during the last fortnight most of the members are now engaged on the "briny deep." Since news of the termination of the Cardiff struggle came to hand a feeling of satisfaction has been engendered, and a spirit of confidence now exists among the members, and they look forward to the future with renewed hope that the achievements to be accomplished by means of the Union for the emancipation of the seafaring class will greatly exceed anything hitherto accomplished. Since last meeting a considerable increase has been made in the membership of the Branch, the announcement of which was received with marks of enthusiasm.

GOOLE BRANCH.

At the meeting held Tuesday, March 17, Bro. W. Field in the chair, minutes being confirmed, Bro. Sherwood, shipwright, and the Labour candidate for the Local Board, addressed the meeting. Bro. Tom Holliday and the secretary also addressed the meeting in support of Bro. Sherwood's candidature, and on the motion of Bro. W. R. Noble, seconded by Bro. James Gunn, a resolution promising support was carried. The idea of the Trade Unionists of Goole in deciding to run Labour candidates for the public bodies is a good one, and in the late School Board Election we have already shown what we can do if we only work unitedly. Bro. Sherwood is a man well worthy of support and we trust the seamen will stand by their principles as Trade Unionists and the result will surely be victory shipping steady; 16 men out of employment.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

OFFICERS' WAGES.

To the Editor of "Seafaring."

DEAR SIR,—I observe a letter in a Shields paper of Feb. 20 from one who signs himself "The Seafarers' Friend." In that letter there are a few points which will bear some comment. "Seafarers' Friend" says "discipline is of the most importance on board ship where to all intents and purposes the captain is king of his floating island, and the other officers are the principal officers of State" (save the mark). Let me ask "Seafarers' Friend" what he thinks of this little piece of information. On one occasion last year one of the deck officers in a steamer owned by the largest owners of the port of Hull had occasion to address one of the crew with an order, when the man turned round and asked that officer if he knew who he was talking to, and if the officer was not aware that he (the man) was in receipt of 2d. per day more pay than the officer was. This can be found in SEAFARING of last year, yet this is one of the many principal "officers of State" that our "Seafarers' Friend" writes about. Now Mr. Editor for one of my own experiences, and by no means an isolated case. The captain of a steamer, owned by one of the largest firms in the north of England and sailing, or steaming, from the Tyne and Wear ports, asked me last year if I considered it was anything like fair that his chief engineer was in receipt of £1 per month more wages than he (the master) was. Will our "Seafarers' Friend" study with care those few nuts to crack. We don't want the help of our subordinates, but if our owners and employers desire to aid us as masters and deck officers at sea in their ships and steamers, then at least don't degrade us as masters and officers by placing us as we are at present upon third rate pay. Now the mere boy comes from the fitting shop as third engineer, without having had to pay for any Board of Trade examinations, and yet he in many cases receives just the same amount of remuneration as

the first officer of the ship. Where, oh where, does our "Seafarers' Friend" expect that either discipline or respect is to come from towards the shipmaster and his officers while this unreasonable state of things exists? Where, oh where, is the control and command to find breathing room under such unjust circumstances? "Seafarers' Friend" says he has had command and outside management of a large fleet of steamers. Did it never occur to his mind when in command that he had room to doubt if he was in a very commanding position under those circumstances? Let our "Seafarers' Friend" take no offence at fair criticism of his letter. But if he is manager of a large fleet of steamers, let him at once see the error of the wide, wide difference between the master in actual command, who is to be found at all times and all weathers at his post, and his engineer officers who quietly rest their eight hours off, and in some cases take a portion of their four hours on duty.—Yours truly,
Odessa, March 7, 1891. TENVROE.

SCANDINAVIAN SEAMEN.

To the Editor of "Seafaring."

DEAR SIR,—With reference to Sir Thomas Sutherland's recent statement that Scandinavian seamen are superior to British seamen, I should like to make a few remarks. England and the whole world is swarmed with Scandinavian boarding-masters and crimps, who wait for their game, entice young boys to desert their ships, where they serve as a boy or ordinary seamen, promising big wages. Not able to speak the language, they are then put on board a British ship as A.B. The Board of Trade officer, good-natured enough, British like, takes an interest in the poor foreigner, to explain to him everything, and the poor foreigner who had his instructions from the boarding-master and crimp, to say "Yes" to everything, comes out happy, while the British boy, who has not the nerve to be an imposter, stands there with a broken heart to see another boy take his place. When such poor foreigner comes on board as an A.B., he gets sometimes knocked and kicked about, both by the officers and men. Why? Because he comes there as an imposter and makes the work harder for the rest. The owner does not care what becomes of the ship or cargo, or the lives on board; his vessel is insured as long as he only can get cheap labour and supply bad stores. This foreign seaman learns his seamanship on board a British ship, and not in a Scandinavian ship. But when these men are any length of time in a British ship they get most saucy and independent. A British sailor will speak his mind and be done with it, while a Scandinavian will be sulky as a monkey, and have a grudge against his officer all the way along, and God help the poor Britisher if the majority in the fore-castle are Scandinavians. Then you will have no more English in the fore-castle, and it is a nice thing for a British seaman to be on board his own country ship and not able to speak his own language to his fellow shipmates.—Yours,
A BRITISH SEAMAN.

At the Liverpool Assizes William Young, master of a fishing smack, has been awarded £1,200 damages. While crossing the quay at Workington he was knocked down and so injured by the defendants' engine that his legs had to be amputated.

SCENE AT AN INQUIRY.—A Board of Trade inquiry was held on March 17 and 18, at Sunderland, into the loss of the steamship *Lero*, of Sunderland. The magistrates were Alderman Potts (in the chair) and Alderman Wilson, and the nautical assessors Captain Kennet Hore and Captain Baker. The Court found that the cause of the casualty was the non-use of the lead, and the vessel not making good the course said to have been steered. The neglect of the lead was most unjustifiable. The vessel was not navigated with proper and seaman-like care after passing Schouwen Light. The master, John Chisholm, was alone in default for such stranding, and the Court suspended his certificate for four months. Addressing the captain, Alderman Potts said that in giving their decision they had taken his previous good character into consideration, and had dealt leniently with him. He (Alderman Potts) found on these inquiries that one great cause of the stranding of vessels was the neglect to use the lead, and the other steaming ahead in a fog. Captain Chisholm, on hearing the decision said: It is a most improper judgment. Alderman Potts: You are very impertinent to say so. The gentlemen composing the Court are most disinterested in coming to their judgment, and they have been grieved to be compelled to come to the conclusion that they have done.

SOME FUN.

An alarm at sea—a buoy overboard.

Faith, hope and charity—the loan of an umbrella. Be content with your lot, especially if it's a lot of money.

Most men are "generous to a fault"—when the fault is their own.

Two of the hardest things to keep in this life are a diary and a sharp lead pencil.

Disaster is unknown to the centipede. He has never yet been on his last legs.

A man can do no better thing than to try to live up to his mother's estimate of him.

Troublesome employees can be discharged, but it is different with troublesome debts.

The young man who courted an investigation says that courting a girl is much better fun.

Ladies seldom hit the nail on the head. They are always more apt to hit the nail on the finger.

Someone argues that forgers and literary men are much alike, because they both write for money.

The man who goes home late from his whist club is apt to find that his wife plays a strong hand at poker.

Some men think they know everything—until they get home, and their wives ask them where they have been.

Mrs. Sillmister: "What part of the chicken shall I give you, Mr. Goodfeed?" Boarder: "All but the neck."

Every heart knoweth its own bitterness. Many a man who looks happy is wearing a shirt his wife made for him.

"To live long," said Cicero, "it is necessary to live slowly." Telegraph messengers should live to a good old age.

Naturalists say that a cockroach has 3,000 teeth. What an awful time the baby cockroaches must have when teething.

"You always seem to be in a good humour," said the materialising medium. "Yes; I have to keep up my spirits," she replied.

As to arms.—Ethel: "George, do ships have yard arms?" George: "I believe they do, Ethel." Ethel: "How perfectly lovely!"

Struck a job.—Young Doctor: "I prescribed for my first patient yesterday." Young Lawyer (anxiously): "Has he made his will yet?"

Wealth has its cares as well as poverty, as events in the City frequently testify. Who ever heard of a financial panic in an almshouse?

"You're in a hurry," said the impertinent conductor. "No; you're wrong," retorted the sarcastic passenger. "Quite the reverse. I'm in an omnibus."

A fugitive from justice once boasted that he was so well liked by all who knew him that he never left any place without a reward being offered for his return.

Women would never do for soldiers. They would change their uniforms every few weeks and would never grow old enough to be placed on the retired list.

Teacher: "Yes, Russia is an Empire, and the capital is St. Petersburg. Mention a staple product of that country, Juddy." Juddy (after some deliberation): "Exiles!"

Judge: "This verdict could not have been reached on law and evidence." Foreman of jury: "No, sir; we just used common-sense." Judge (promptly): "Overruled and set aside."

Mike: "Pat, they say that one 'o' thim fellers with a big telescope be ather discoverin' a new asteroid." Pat: "Shure, Moike, an' he can kape the baste. I'd rather roide a horse."

Feline amenities.—Cora: "I do so adore a masquerade ball; one can be made love to and no one knows who is who." Her friend (sweetly): "Lucky for you, dear; isn't it?"

"We live in penitential zeal
Our whole lives through," exclaimed the seal;
"For in our covering of hair
A sort of sacque-cloth do we wear."

Guest, in restaurant: "Waiter, there is a lot of feathers in this chicken salad!" Waiter: "Yes, sir; we puts 'em in not ne'ssarily for publication, but as a guarantee of good faith."

Chickering: "Some of the new houses in our street are so narrow that a piano can't be put in." Baus (excitedly): "You don't know the rent of the houses next door to them, do you?"

"It's strange," remarked the tramp, examining the rents in his garments, "I never felt any liking for dogs whatever, yet they nearly all become strongly attached to me as soon as they see me."

Cheap illumination.—Willoughby: "Let me bask in the light of your dear eyes!" Her papa (from above): "Young man, if you'd only use the light of her eyes my gas bill wouldn't be so dear!"

"I say, waiter, are you positive that this is wild duck I am eating?" "Oh, yes, sir; so wild, in fact, we had to chase it a good quarter of an hour round the back yard before we could catch it."

THE erection of a lighthouse upon the Snares, a group of dangerous rocks south of New Zealand, where the ship *Derry Castle* and other vessels have been wrecked, has at last been agreed upon.

At Hull Police Court, on Mar. 16, John Williams, third hand, was charged with refusing to proceed to sea in a smack. The prisoner had orders to join his smack at half-past six on Saturday morning. He neglected to do so, and the vessel was forced to proceed without him. He was brought before Mr. Lipscombe, Deputy Superintendent for the Board of Trade at St. Andrew's Dock, who gave him in charge under Section 2 of the Fishing Boats Act. The smack-owner, in reply to defendant, admitted having knocked him down with a shirt-bag, but denied striking him when he was down. The practice hitherto had been to proceed against defendants under Section 4 of the Act for disobedience to lawful commands, and the present case was therefore regarded as a test case in reference to Section 2. His Worship said that he would look into the Section, and give his decision later. Later in the day his Worship, after severely reprimanding the defendant, ordered his discharge.

LOSS OF A CATTLE SHIP.—Full particulars of the loss of the *Iowa*, from Boston to Liverpool, and her foundering 300 miles east of Cape Race, have been received at Queenstown. The steamship had on board 420 head of cattle, 14 cattlemen, and a crew of 60 men. On the 21st ult., in latitude 45° 43' N, longitude 49° 18' W., the *Iowa* struck a field of ice, a long rolling swell forcing the ice against the ship. Next day she struck, and the forehold was soon nearly full of water, and the forepeak was leaking very badly, water threatened to work into the engine-room. While the boats were being got ready, a seaman named Donnelly had his ribs crushed. The ship was now going down so rapidly that Captain Owens ordered the cattlemen to drive the cattle, which were between decks, overboard. This, however, was impossible, and nearly produced a stampede. The men then began killing the cattle with clubs. They killed 60 head, and threw the carcasses overboard. The water still gaining, she was abandoned in a sinking state. The *Chester*, from Rotterdam for New York, rescued the crew.

"This is a pretty time to be coming home," cried Mrs. Oldwed, as she met her husband at the head of the stairs about 2 a.m. "Deep snow al'ays make males late, m' dear," exclaimed her worthy spouse.

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